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April 20, 1990

URBAN/MUNICIPAL

CENTRAL AREA PLAN
IMPLEMENTATION COMMITTEE

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CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

CITY HALL, 71 MAIN STREET WEST, HAMILTON, ONTARIO, L8N 3T4

NOTICE OF MEETING

Friday, April 20, 1990

9:00 a.m.

Room 233, Hamilton City Hall

(8:30 - Housing Video)

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APR 1
GOVERNMENT DOCUMENTS

David Godley

David Godley, CAPIC Co-ordinator
(546-4229)

AGENDA

1. Chairpersons's Remarks - Charles Forsyth.

2. Correspondence - Sustainable Development Task Force members

3. Members' Reports (two minutes maximum).

4. Minutes of Meeting held March 16, 1990 (attached).

5. Actions arising from the Minutes:
   a) Parking Sub-committee (See item 8)
   b) CAPIC brochures (See item 13)
   c) Affordable Housing video (shown prior to meeting)
   d) Staffing for Central Area Plan Implementation
   e) Terms of Reference - James Mountain Road / Regional Transportation Study
   f) Regional Headquarters - future process
   g) Terms of Reference (Development Applications) - Urban Design Committee
   h) Meeting with Hamilton Harbour Commission (Letter attached)
   i) Other

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6. BIA Updates (10:00 a.m.)
   a) Gabriel Etele Downtown Promenade BIA
   b) Ninette Trink Jamesville BIA
   c) Mary Pocius International Village BIA
   d) Joanne Feyerer James St. South Terrace Assn.

7. Development Review - John Ames (UPDATE) (11:00 a.m.)
   Information to be handed out at the meeting.

8. Parking - Cash in Lieu for Commercial Development - Draft Report attached (DISCUSSION)

9. CBD Study - David Godley (UPDATE)

10. Downtown Marketing Strategy - Sylvia Renshaw / Scott Galbraith (UPDATE)

11. "It's All Greek to Me" Restaurant Patio/Parking - Charles Forsyth (INFORMATION)

12. Public Private Partnerships/Foundations for Central Area - Charles Forsyth (INFORMATION)

13. CAPIC Brochure - David Godley (DISCUSSION)

14. Information and other business (INFORMATION)

15. Pending items (INFORMATION)

16. Next meeting - May 18, 1990 at 9:00 a.m.
    Joint meeting with the Urban Design Committee.

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THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH
Economic Development and Planning Committee
Freeway Steering Committee
Chairman - Councillor D. Ross
P.O. Box 910, Hamilton, Ontario L8N 3V9

2

April 3, 1990

Refer to File No.

Attention of

Your File No.

Mr. Charles Forsyth
CAPIC Chairman
166 Delaware Avenue
Hamilton, Ontario L8P 1V6

Dear Mr. Forsyth,

I am writing to invite your organization to suggest a candidate(s) for possible appointment to the Regional Task Force on Sustainable Development.

The Region intends to use Sustainable Development as a guiding concept in the preparation of its planning and development strategies, particularly the Official Plan and the Economic Development Strategy. The Task Force will be a central part of these planning processes over the next two years and will develop a vision of how to implement Sustainable Development in this Region.

Recognizing the necessity for community-based initiatives in integrating environmental, economic and social concerns the Task Force will have representation from as many sectors of society as possible and provide an open consultative process for input and feedback from the public. Regional Council has given this Task Force a two year mandate with work beginning in May.

The members of the Task Force will be selected from the suggested nominees according to criteria contained in the Terms of Reference. We are seeking people with a proven commitment to the community through senior or effective involvement in various organizations who also have the ability to work co-operatively towards consensus. Persons serving on the Task Force must have the capacity to represent the interests of the broader community rather than only the views of a specific interest group. Members will be expected to attend regular meetings over the two year time frame.

In order for the Task Force to work effectively its size will be limited to approximately 15 members. Given this size constraint not every suggested candidate can be appointed. However we wish to make the selection from the widest possible base of interested citizens and we would appreciate your assistance in identifying potential candidates.

Please forward your suggested nominee(s) including, position title, address and phone number to;

Regional Clerk,
Sustainable Development Task Force
119 King St. E.,
PO Box 910
Hamilton, Ontario
L8N 3V9.

We will be unable to accept names after Friday, April 20, 1990. Selections will be made during the last week of April. Those selected will be contacted by phone to set-up an initial meeting in May.

Thank you for your consideration of this matter. If you require further details please contact John Barr at 546-4178.

Yours truly,

Don Ross

Don Ross
Chairman
Sustainable Development Task Force

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CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

CITY HALL, 71 MAIN STREET WEST, HAMILTON, ONTARIO, L8N 3T4

MINUTES

CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

City Hall, Room 233

Friday, March 16, 1990

MEMBERS ATTENDING

Charles Forsyth - Chairperson	First Place
Arthur Lomax	Hamilton Automobile Club
Russell Elman	Durand Neighbourhood Association
Gloria DeSantis	Social Planning and Research Council
Diane Morris (for Gabriel Etele)	Downtown B.I.A.
Gil Simmons	North End Neighbourhoods
Ozzie Ferguson	United Senior Citizens of Ontario
Diane Brown	Hamilton and District Chamber of Commerce
Mark Boyak	Hamilton Real Estate Board
Anne Stewart	Hamilton Board of Education
Bruce Rankin	Hamilton Society of Architects
William McCulloch	Alderman Ward 2

REGRETS

John Eyles	McMaster University
Helen Nemeth	Beasley Neighbourhood
Bruce Charlton	Past Chairperson
Kay Nolan	Separate School Board
Andrew Mackenzie	Hamilton and District Labour Council
Francois Roesch	Corktown/Stinson Neighbourhood

STAFF

Bill Janssen	Local Planning
David Godley (Co-ordinator)	Local Planning
Mark Hornell	Local Planning
John Ames (Secretary)	Local Planning
Steve Czajka	Local Planning
Julie Bergshoeff	Regional Planning
Luc Piccioni	Regional Planning
Roland Karl	Traffic

PRESENTATION

Paula Randazzo	Social Planning and Research Council

OBSERVERS

David Cohen	Former Member

PRESS

Eric McGuiness	Hamilton Spectator

1 - Chairperson's Remarks

1. The Chairman called the meeting to order at 09:15. He informed CAPIC of the meeting held that morning at 08:30 with Senior Planning Staff in connection with the work program and the need for extra staff. He informed the committee that there could be no extra staff and that all work must be done with existing resources.

2. The Chairman advised the committee of the number of returns he had received from foreign sources regarding Central Area planning ideas, especially from the United Kingdom.

3. The Chairman announced that Mark Hornell was transferring to the Regional Planning Branch and would not be working with CAPIC in the future. He expressed CAPIC's appreciation for the work and assistance he has provided.

2 - Members Reports

4. Mark Boyak commented on the proposed Federal Goods and Services Tax and its effect on the Real Estate Market. He said that Real Estate Boards were reviewing ways of assisting the government on assessing the impact of the tax.

5. Anne Stewart apologized for her absence in the past and informed the committee that she would be attending more frequently in the future.

6. Russell Elman commented on the traffic situation in the Durand Neighbourhood. He said that Council would be adopting a broader look at traffic in the whole area.

7. Ozzie Ferguson Commented on the Senior Citizen's Centre Study. The concept was being studied, and there would be a report in three or four months.

8. Gil Simmons spoke briefly on a number of subjects of concern in the North End. These were:
   a) the transportation study;
   b) remedial actions in the harbour;
   c) "store front" information centres;
   d) the probable closure of the Picton Library, possibly as a result of development on the Mountain and the need for another library there.

9. The Chairman brought forward correspondence for the committee's attention:
   a) a request to be involved in the Terms of Reference for the Mountain Access Study;

b) a letter from Peter Lush of the Hamilton Harbour Commission requesting a deferment of any meeting until a response had been received from the Parks and Recreation Committee.

3 - Minutes of Meeting held February 16, 1990.

10. Gloria DeSantis noted Item 11 should read "CMA" instead of "CNA".

11. Item 18(1) should read "whole site" instead of "Whole Street".

12. Art Lomax noted that Item 64 should have appended "in the middle of the block" after "parking lot".

13. It was moved by Russell Elman and seconded by Gil Simmons that the minutes be approved as corrected. Carried.

Special Item

14. The Chairman departed from the Agenda to hear a brief address from Roland Karl of the Traffic Department concerning the Cash in Lieu of Parking Policy. The principle points of his address were:
    - The Cash-in-Lieu system was one of 5 parking provision options available to developers.
    - The policy was to recover no less than 50% of the cost of parking in the area.
    - The Planning and Development Committee had asked that Cash-in-Lieu and Parking Policies be reviewed as part of the Capital Levies Study now in the process of approval. The recommendation was that exemptions should be eliminated, that the parking requirement policy should be the same city-wide, and that Cash-in-Lieu should recover 100% of the parking cost.
    - The Traffic Department does not agree with this recommendation. It considers that with 100% recovery this option will be less used, losing the efficiency of concentrated parking facilities open to the general public instead of being locked up in private complexes.
    - Traffic feels that changes are needed in the Policy, but not to the degree recommended. It feels that 100% recovery is too high, and that downtown does not require the number of spaces suggested.

15. Mr. Karl recommended that CAPIC's comments should be directed to the Cash-in-Lieu Committee.

16. Art Lomax asked if the concept applied to structures as well as parking lots. Mr. Karl replied that the committee has not dealt with that issue yet. There seemed to be some confusion over how the system works.

17. The Chairman noted that CAPIC should reflect and respond on this issue. He suggested a sub-committee be struck for this purpose, that could report directly to the Cash-in-Lieu Committee or to the next CAPIC meeting.

18. Mr. Karl stated that any report may go the April 4 Planning and Development meeting.

19. Art Lomax remarked on Cash-in-Lieu and zoning. He said that part of the levy should go to parking instead of general revenues. Parking money should be spent in that specific area and not be spread around. He didn't want a streetscape of parking lots; centralized lots or structures were more efficient. He expressed concern over the percentage and suitable allocation.

20. Mr. Karl replied that the lot levy issue was the main topic, and that Cash-in-Lieu was a side issue. He said many developers were now providing parking on their own initiative; if there was another levy they would be in effect paying twice for parking.

21. Russell Elman said parking and traffic was intertwined. Zoning was causing problems with parking. It would be better if the policy was no parking but Cash-in-Lieu so that the City could organize it.

22. Mr. Karl replied that the City cannot demand Cash-in-Lieu, it was the developer's choice. The current policy does not allocate parking money to specific areas. He noted that Vancouver now has a policy of specifying a maximum parking requirement, instead of a Minimum as in Hamilton.

23. Russell Elman recommended passing the issue to a sub-committee. He asked if others could be on this sub-committee, ie. the Durand Neighbourhood Plan Implementation Committee would likely be interested in it. The Chairman asked Mr. Karl if the Traffic Department could work with this sub-committee. Mr. Karl replied affirmatively, but was not sure if local groups should be involved as they might have too limited a view.

24. Russell Elman said that the Durand Committee has an overall view and could work well on the matter.

25. The Chairman asked for volunteers for the sub-committee. Art Lomax, Mark Boyak, Charles Forsyth and Russell Elman offered their services. A meeting would be set up.
(Action - Russell Elman)

26. Gil Simmons asked if transit was related to the issue. Mr. Karl said that input should be requested from Dale Turvey. The Chairman said that this should be done.
(Action - David Godley)

27. Mr. Karl then directed CAPIC's attention to the descriptive panels on the Main Street West reconstruction that were in the room, and specifically to the streetscape style. He said that the section between Queen and Locke streets was receiving special treatment, but funds were not available for the Locke to Dundurn section.

28. The Chairman said that CAPIC should encourage extension of the special treatment all the way to Dundurn Street.

29. Mr. Karl noted that the tender was closing next week, so there was not much time to make any changes.

30. Gil Simmons asked if the width of the roadway or the sidewalks was being changed. Mr. Karl said no.

44. Anne Stewart asked about problems with duplication of registration for housing waiting lists. Mr. Janssen said the proposed central registry would eliminate that problem.

45. Anne Stewart asked if there were more accurate figures on the numbers waiting for housing. Mr. Janssen said that a survey of the waiting lists showed minimal duplication.

46. Anne Stewart expressed concern over the high costs mentioned.

47. The Vice-Chairman thanked Mr. Janssen for his presentation.

48. 5(iii) Mark Hornell gave a status report on the Municipal Housing Statement.

49. 5(iv) David Godley reported on the Housing Intensification Study. A draft copy of the recommendations was given out.

50. Diane Brown asked if the 700 square foot area was for the inside usable area. Mr. Godley said yes.

51. Gil Simmons asked how many houses were in the 1940-1945 age group. Mr. Godley replied that there were about 1100 but many were quite small, the so-called "wartime houses".

52. Gloria DeSantis asked if there was a chapter on Intensification in the MHS, and Mr. Godley replied that there was.

53. The Vice-Chairman took the opportunity to welcome Alderman McCulloch to the meeting as the political representative on CAPIC. He then asked if all of these studies were being co-ordinated in any way. Mr. Godley said that they were being co-ordinated within the departments.

54. Anne Stewart asked if the "no change in exterior of building" applied to extra parking. Mr. Godley said that the Building Department had been asked to make a policy statement on that topic.

55. There was a brief discussion of possible problems with the need for affordable housing clashing with the desire for neighbourhood maintenance.

56. 5(v) Paula Randazzo of the Social Housing Action Committee then presented a video entitled "My Neighbours, My Friends." Unfortunately, there was not enough time to watch more than a few minutes of the video. The Vice-Chairman suggested that it be shown at the next meeting, which was agreed upon.

(Action - David Godley)

57. The Vice-Chairman expressed CAPIC's appreciation for the informative and concise presentations that had been made.

58. There was a brief discussion on this subject. The Vice-Chairman noted that there should be more consideration of the Central Area and grouping of activities by the Planning and Development Department. It was agreed that an aide de memoire would be prepared.
(Action - David Godley)

7 - CAPIC Work Program

59. David Godley said that the Work Program had been adjusted as noted at the last meeting.

8 - Pending Items

60. There was no new information on this subject.

4 - Matters Arising from the Minutes

61. Russell Elman presented the matters arising from the minutes.

62. a) Terms of Reference, James Mountain Road
- this matter would be dealt with **(Action - David Godley)**
- Ted Gill welcomed CAPIC's input

63. Gil Simmons asked if CAPIC's recommendation for a Regional Transportation Study would be accepted by the Region. Ald. McCulloch said that he was very optimistic of acceptance by the Region.

64. b) CAPIC terms of reference
- no discussion

65. c) Central Area Plan Implementation (staff)
- discussed as item 6

66. d) Regional Headquarters
- further information was to be requested from Dale Turvey **(Action - David Godley)**

67. f) Marketing Strategy for the downtown
- David Godley said the Economic Planning Committee had approved it, but it had not been sent to the Region yet
- Ald. McCulloch said this committee will work in conjunction with others

68. g) CAPIC brochures
- keep on agenda

69. h) Pending items
- discussed as item 8

70. i) CAPIC 1990 Work Program
- discussed as item 7

71. j) Foundations
- no discussion

72. k) Affordable Housing video
- to be shown at the next meeting

73. l) Zoning Application near of Christ Church Cathedral
- this application had been approved
- Gil Simmons had a question about the location

74. m) Health Building
- to come back to CAPIC
- parking use goes against policy

75. n) TH&B Environs Study
- see para o) below

76. o) CBD central blocks boundary
- boundary changes accepted by CBD Steering Committee

77. p) Mohawk Students
- a letter had been sent to Mohawk College

78. There was some discussion on site applications at 260-280 King Street East and 119 James Street North. Ald. McCulloch felt that CAPIC's comments would be useful.

79. The Terms of Reference of the Urban Design Committee were brought up, and whether it should have more leeway in looking at projects. It was moved by Gil Simmons/Ald. McCulloch that "The Urban Design Committee be free to comment on major projects on its own initiative." This recommendation to be forwarded to the Planning and Development committee.
(Action - David Godley)

80. e) Marina Project
- David Godley said that Council supports the project, and that the Harbour Commission should now be prepared to meet with CAPIC on this matter

81. Gil Simmons commented on the plans for Pier 4. She noted that Public Works and the Parks Division were doing some good work on the plans for the area, and that CAPIC should encourage the Marina Proposal.

82. There was a discussion on contact with the HHC. A letter is to be sent to the Secretary of the Commission requesting a meeting with CAPIC to discuss the Marina. **(Action - David Godley)**

10 - Next Meeting

83. The next meeting is to be held Friday, April 20th. The Affordable Housing video would be shown at 8:30 am. Regular business would start at 9:00 am.

84. The Vice-Chairman adjourned the meeting at 12:00.

CAPIC

1990 WORK PROGRAM

April 20	Business C.B.D. Study Downtown Marketing Strategy B.I.A. Updates Public Private Partnerships/Foundations for the Central Area
May 18	Urban Design Main Street West Gateway Study McNab Heritage District Urban Design Committee
June 15	Neighbourhoods Neighbourhood Plans & Studies Public Participation Neighbourhood Associations Neighbourhood Consultation
September 21	Waterfront
October 19	Planning Philosophies Sustainable Development Healthy cities Community Based Planning
November 16	Central Area Plan
December 21	Implementation Program

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CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

CITY HALL, 71 MAIN STREET WEST, HAMILTON, ONTARIO, L8N 3T4

P5-4-7-9

March 27, 1990

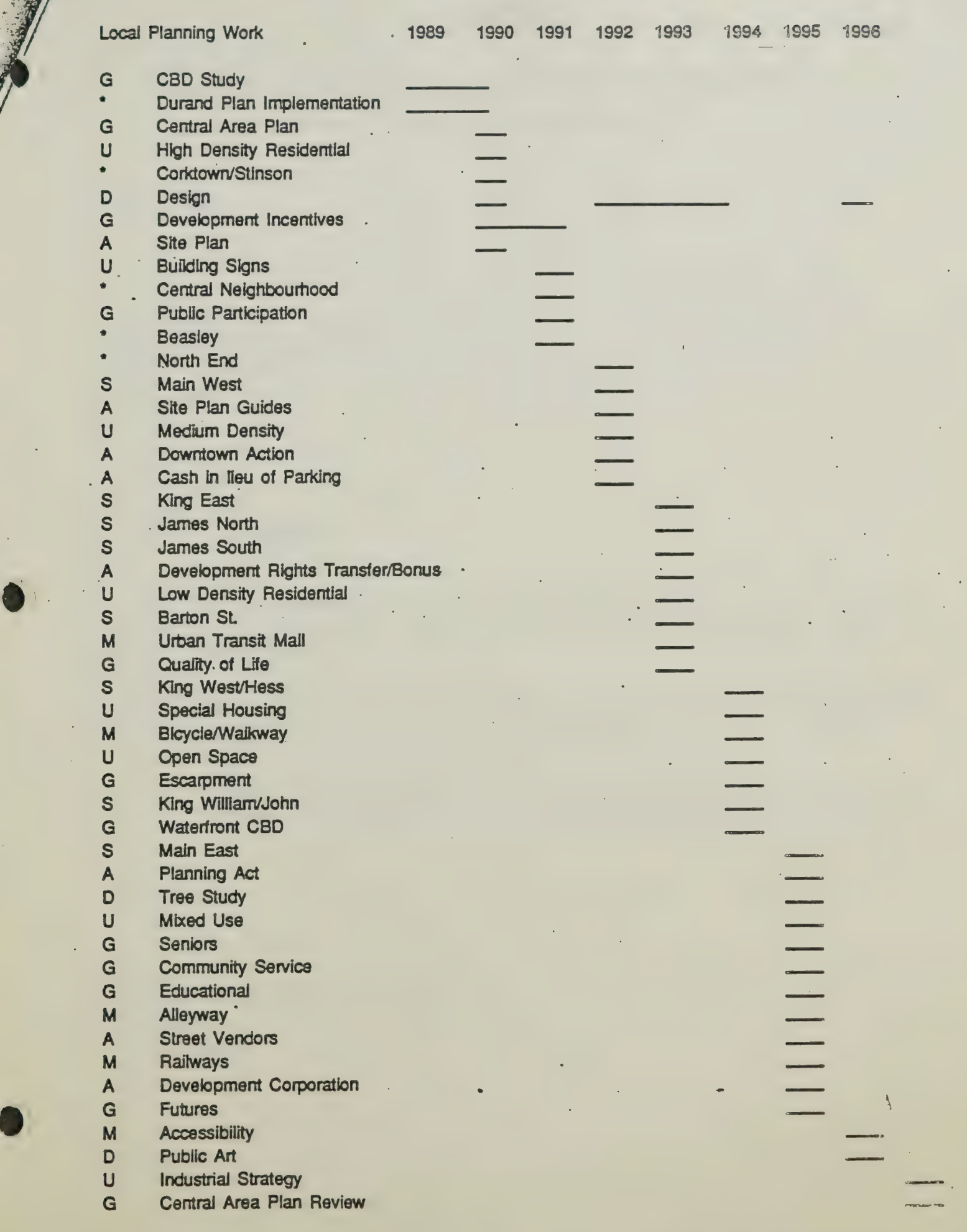
AIDE MEMOIRE

STAFFING - CENTRAL AREA PLAN IMPLEMENTATION

- The attached implementation studies program was drawn up assuming 3 additional planners.
- No additional planners are available as a result of the city's budget process for 1990.
- Ideas generated as a result of meetings with senior Planning Department staff are as follows:
  - setting up self administering groups in each of the central area neighbourhoods that do not have associations, in readiness for neighbourhood plan preparation
  - using foundations or major company funds
  - setting up a Central Area Unit
  - setting up a Mayor's task force using secondment of staff
  - using Government grants to hire students or employing student volunteers

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• Neighbourhood Studies U Land Use A Administration M Movement

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CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

CITY HALL, 71 MAIN STREET WEST, HAMILTON, ONTARIO, L8N 3T4

P5-4-7-3

March 23, 1990

Mr. Clint Furry
Secretary, Hamilton Harbour Commission
605 James Street North
Hamilton, Ontario
L8L 1K1

Dear Mr. Furry:

Re: Pier 4 Marina Proposal

The Central Area Plan Implementation Committee is very interested in the Commissioner's proposal for marina expansion at Pier 4, as it is a welcome addition to the recreational facilities designated for this area by the Central Area Plan.

Accordingly, CAPIC would like to meet with the Commission, or a representative, to discuss this proposal and express our support for it. Our next meeting is Friday, April 20, 1990, at 8:30 a.m. If there is a problem with this date, or any questions, please call me at 546-4229.

We will also be having a meeting on September 21, 1990, specifically to discuss the entire Central Area waterfront, at which time the Commission may be requested to make a presentation on their future plans.

Yours truly,

David Godley

David Godley
CAPIC Co-ordinator

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CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

CITY HALL, 71 MAIN STREET WEST, HAMILTON, ONTARIO, L8N 3T4

FOR ACTION

REPORT TO: Susan Reeder, Secretary
Planning and Development Committee

DATE: April 4, 1990
COMM FILE:
DEPT. FILE: P5-4-7-9

FROM: Charles Forsyth
Chairperson, CAPIC

SUBJECT:

Cash in Lieu for Parking for Commercial Development

RECOMMENDATION:

That the current complete exemption from parking standards be replaced by a 50% parking requirement for commercial development to be applied to the CBD area (attached, Map 1).

That cash-in-lieu be based on 50-100% of the cost of creating parking as determined by the 'cash-in-lieu' committee in accordance with current practice.

BACKGROUND:

- Currently commercial parking requirements in the downtown area are zero and for the area surrounding 50% (see Map 2) of standard requirements which apply to the rest of the City.
- Special treatment of the downtown was provided to encourage development and to consolidate parking at specific points.
- The City is short of funds for parking facilities and is examining ways of charging developers for growth related parking.
- The Cooper's Lybrand report for the City recommends applying 100% parking requirements to all of the City including the downtown and allowing 'cash in lieu' payments at 100% of the cost of providing parking facilities.

ANALYSIS

PROVISION OF PARKING/CASH IN LIEU

Provision of uniform standards would allow for the provision of parking or cash in lieu to provide parking at the same rate for the downtown and the outlying areas.

PARKING NEED

Need for parking in the downtown (per square metre of commercial use) is significantly less than for outlying areas according to the Traffic Department. Accessibility by transit, walking and car pooling reduce the need.

MODAL SPLIT (Private vehicle v Transit)

Requiring parking to general standards which currently apply to outlying areas will encourage the use of the car and discourage the use of transit.

DENSITY OF DEVELOPMENT

Requiring parking to general standards whch currently apply to outlying areas will discourage higher densities and not maximize land use potential.

DECENTRALIZATION

Requiring parking to general standards which currently apply to outlying areas will encourage the decentralization of commercial development throughout the Region and possibly beyond.

ECONOMIC DEVELOPMENT

Requiring parking at general standards which currently apply to outlying areas may deter development altogether and prejudice the potential for job creation and tax reassessment in Hamilton's downtown. The downtown serves as a higher order centre for a wider area than the Region and it is important to maintain and increase this role.

PARKING LOCATION

Requiring parking to general standards which currently apply to outlying areas is likely to result in haphazard provision of parking rather than a rational distribution throughout the downtown. Requiring 100% cash in lieu is less inducement to the developer to provide cash-in-lieu and results in less likelihood of consolidated parking.

URBAN DESIGN

Requiring parking to general standards which currently apply to outlying areas is likely to lead to surface level parking which will break up the continuity of street and block form. Requiring 100% cash-in-lieu is less inducement to the developer to provide cash-in-lieu and results in less likelihood of consolidated parking. Although parking may be provided underground in the heart of the downtown, surface level parking is likely to occur on the edge of the central business district.

POLICY DOCUMENTS

The Region of Hamilton-Wentworth Official Plan and City of Hamilton Official Plan recognize that the downtown of Hamilton serves as the centre of the Region and should be given special treatment to encourage development. One of the goals of the Central Area Plan is to "give greater priority to the Central Area in terms of planning, development, implementation, monitoring and promotion. Policy 4.8.7 iv states that major parking facilities should be arranged so as to minimize through traffic and reduce congestion.

PUBLIC RELATIONS

Requiring parking to general standards will send out signals to the public and the development industry that

- development in the outlying areas and lower densities is encouraged at the expense of downtown development. The requirements will be the same for both areas yet the Central Business District requirement for parking is not as great as outlying areas. The incentive to build in the Central Business District will be lost. It is common practice to allow modified standards in other downtowns according to the Traffic Department.

- public transit should not be encouraged relative to use of private vehicles. It is more energy efficient to use transit than the private vehicle.

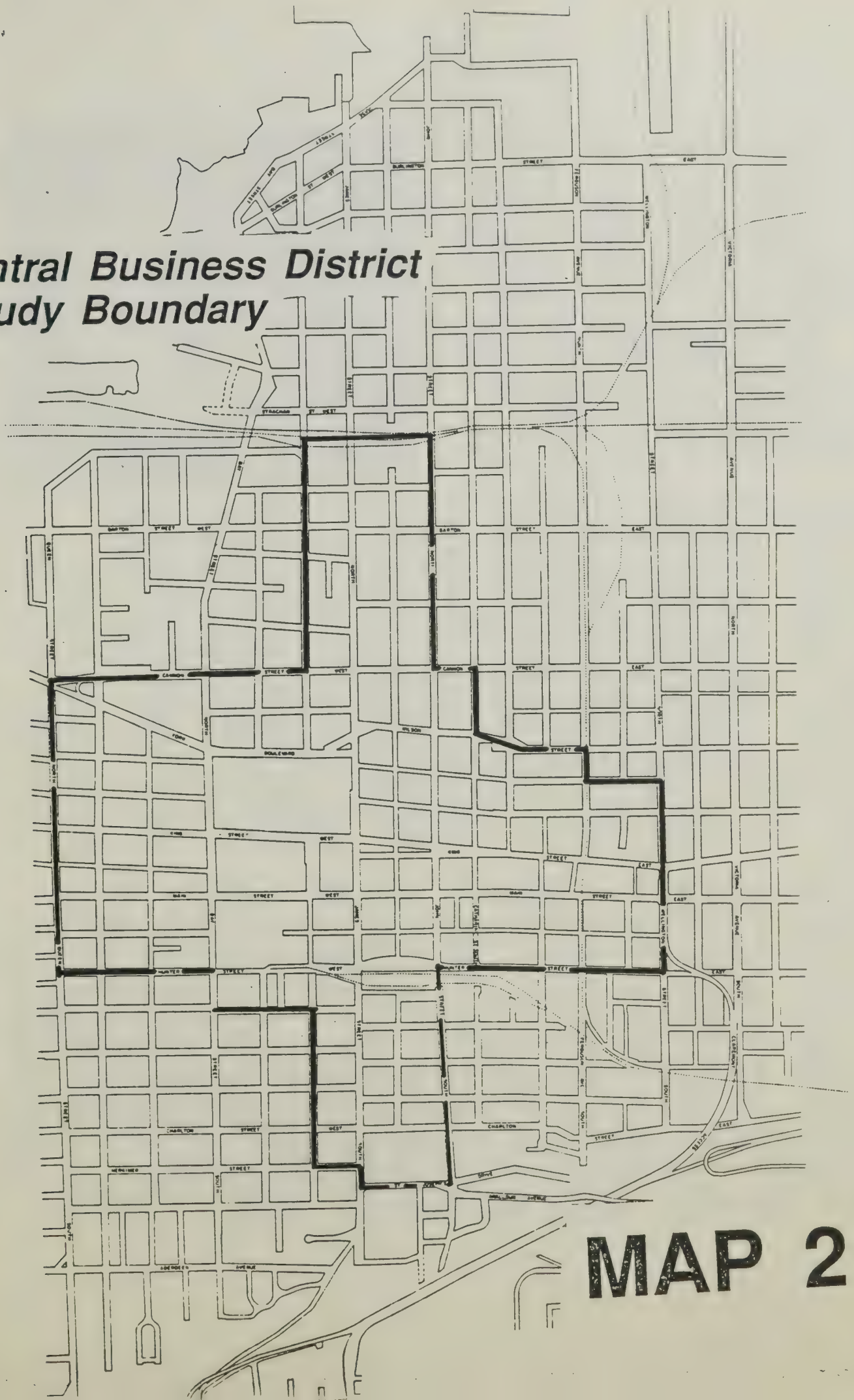
CONCLUSIONS

The Coopers Lybrand proposal gives an accounting perspective which would provide parking or cash to provide parking.

However, there would be an overprovision of parking in the downtown. The proposal is likely to have a number of adverse planning impacts in terms of Economic Development, Transit, Land Use Patterns and Urban Design. It seems contrary to the intent of Official Policy documents which encourage a strong central mode and public transit, does not support the sustainable development approach and sends out signals that Hamilton's Central area does not have priority over other areas. The current situation recognizes the role of the downtown.

If the generation of parking spaces cannot come from the general revenue it is concluded that the planning impacts on the Downtown, City and Region should be mitigated by having 50% parking requirements with cash-in-lieu based on the current practice of payment of 50-100% of cost of providing parking spaces. The rate should be determined by the Cash-In-Lieu Committee, as it is now, to encourage an appropriate level and location of parking. The area of reduced standards should be the Central Business District as established by the Central Business District Study.

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Central Business District
Study Boundary
MAP 2

Trying to avoid parking squeeze

By ERIC McGUINNESS
The Spectator

DOWNTOWN PARKING — how much is needed, where it should go and who should pay for it — will all be up for discussion this spring.

City council's planning and development committee agreed yesterday to call a public meeting on a proposal to make downtown developers provide their own parking or pay into a parking fund.

At the urging of Alderman David Christopherson, the committee also decided to seek citizen input on parking authority plans to spend $30 million to $50 million on garages in the central business district.

But in taking steps to ease the squeeze, aldermen gave the go-ahead as well for two, 23-storey apartment towers to replace almost a square block of parking on Main Street West between Caroline and Hess streets.

Core-area commercial projects are now exempt from parking requirements but a study by Coopers and Lybrand Consulting Group says the incentive to develop downtown may backfire as the parking shortage worsens.

Mr. Christopherson accepts the idea of developers paying their own way but argues for more debate on the environmental effects of increased traffic, impact on public transit and placement of parking garages.

Committee to seek input from public

"It is one of the most critical decisions we will make regarding the future of the core area," he said.

Many council members agreed with Mr. Christopherson during budget deliberations last month and said parking-authority expansion plans shouldn't be approved without hearing from the general public.

Mr. Christopherson said the downtown parking exemption has to end, just as the city had to increase lot levies last month, so existing taxpayers don't have to shoulder the cost of new development.

"It's a question of having confidence in Hamilton," he said. "Hamilton taxpayers have coughed up enough millions of dollars making downtown Hamilton work. When does it work on its own?"

As the committee agreed to rezone for the high-rise on Main West, George Rigby, owner of a Hess Village store, warned of the effect on "an area already critically short of parking."

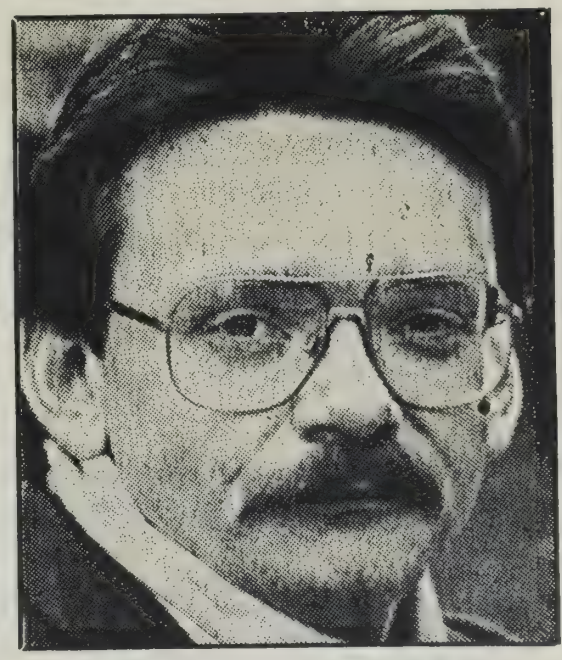
"Where are customers, if there are any, going to park?" he asked, adding with tongue partly in cheek that, "currently there are no customers in Hess Village, so it is not a problem."

Mr. Christopherson said councillors recently received letters from Hess Village merchants and many downtown office workers, underscoring the need to address parking problems.

"We will reach a critical mass very soon on the parking issue and financing of it."

Riviera Club, the condo development going to council for approval Tuesday, will include 409 apartments, ground-floor stores, 421 underground parking spaces and a row of 2½-storey townhouse-style commercial buildings along George Street with 32 parking spaces of their own.

The towers at Hess and Caroline will step down toward mid-block, leaving a glass-roofed pool and lobby area at the centre.



David Christopherson: debate

The Hamilton Spectator 5 April 1990

Battle may be brewing over downtown parking

By ERIC McGUINNESS
The Spectator

WITH MERCHANTS still upset about a plan to raise parking meter rates across the city, a battle may be brewing over whether private developers ought to provide their own parking in downtown Hamilton.

Commercial projects such as the CIBC tower going up at James and MacNab streets don't have to furnish any parking but an unreleased report circulating at city hall suggests the exemption should end.

A study by Coopers & Lybrand Consulting Group reportedly recommends the core area be subject to the same requirements as the rest of the city.

Commercial, public and institutional uses are exempt from parking requirements in an area running roughly from Queen Street east to Wellington and from Hunter Street north to Cannon.

Developments in a zone extending a few blocks further out must provide only half the normal number of parking spaces.

But traffic planning engineer Roland Karl recently told citizens on the Central Area Plan Implementation Committee that the Coopers & Lybrand report suggests the exemptions are a mistake.

"We don't agree with that point of view," said Mr. Karl, speaking for the traffic department. "We agree with the direction but not that actual point of view."

The engineer said it might be better to require developers to pay the cash equivalent, so money could be pooled to provide larger, central parking garages.

"The cash-in-lieu arrangement allows you to accumulate one- and two-space requirements and provide a shared facility which will get greater use.

"The flaw in the existing system is where ... no parking is required and we can't collect any money."

Mr. Karl also told the committee that providing too much parking downtown may not be a good idea, because the limited land might be put to better use and the area is well served by public transit.

Russell Elman, representing the Durand Neighborhood southwest of city hall, said his organization would prefer to see parking requirements waived and cash collected.

"It's better you don't provide parking, but do pay cash-in-lieu," he said.

A staff report on the issue is expected soon to be in the hands of aldermen grappling with a parking authority proposal to spend $41 million on seven downtown parking garages in the next five years.

1990 08 22 SPECTATOR 16 MARCH MEETING

THE PARKING AUTHORITY OF THE CITY OF HAMILTON

CAPITAL EXPANSION PLANS

CENTRAL BUSINESS DISTRICT

INDEX

A. Present downtown parking facilities

B. Rationale behind proposed projects

C. Economics of existing parking facilities

D. Capital costs

E. Source of capital funds

F. Appendices

INTRODUCTION

There is a general shortage of parking in the total Central Business District with some areas being worse than others. To meet the demand it is recommended that the City set into place a programme for building parking into structures in the downtown in a variety of ways. A series of projects have been assembled by the Parking Authority for consideration by the Committee and Council. Each one requires funding; and each has to be self supporting once in operation. In order to build the parking structures and not affect the tax base for the City there are only so many options to follow. These are: (1) use profit from off-street Municipal parking operations; (2) increase the net revenue from the on-street meters; (3) expanding cash-in-lieu of parking levies; and (4) possible funnelling of parking fines into the parking reserve. Since the Parking Authority is required to operate on a break-even basis wherever possible, the #(1) option is not readily available. Therefore, the options open are actually #2 to #4.

It is intended that this report will provide the Committee with sufficient detail to allow adoption of the Capital Expansion Plans proposed. As with all Capital plans the individual projects would be brought to the Committee for detailed presentation once the decision to proceed was made by the Parking Authority Board. The report as it stands will be presented in conjunction with complementary information provided by the General Manager of the Parking Authority.

In the course of the presentation the Committee will receive information on where present downtown parking facilities are located, what specific projects are planned, the rationale behind each project, the Capital Costs involved, and most importantly, the possible sources of Capital to fund the projects.

The opportunity will also be taken to illustrate the composition of types of parkers on Municipal facilities and how they are mixed; and also to show how the financial picture of a fully operational parking structure appears.

Recommendations:

(1) That the Finance and Administration Committee endorse the expansion plans detailed in this report;

(2) and further, that the Committee recommend to Council that:

(a) the exemption from parking requirements for commercial development in the CBD be dropped, and

(b) the City as a whole be considered on the same basis when applying the "Cash-in-lieu" provisions, and

(c) the cost to provide parking in the development area concerned be applied to the formula for the "Cash-in-lieu" provision, and

(d) the net revenue from parking fines be directed into the Reserve for Offstreet Parking Account.

PRESENT DOWNTOWN PARKING FACILITIES - Appendix A

To assist in focusing on the parking needs of the downtown a detailed map of the area has been prepared and is attached.

The municipal carparks are highlighted in green and the private carparks in yellow. Within each carpark is the number of stalls available on the site.

RATIONALE BEHIND PROPOSED PROJECTS

In accordance with the land use concept of the Official Plan, City Council agreed to the policy of maintaining and enhancing the supply of short term parking in the CBD. The Parking Authority is charged, in part, with the responsibility of carrying out these policies. In planning for the future it examined a number of factors which concluded with a series of projects set into priority.

(1) Price of downtown land: To begin considering the expansion of Municipal parking invites the question of "where?". With the current cost of land at approximately $100 per square foot it normally does not look very attractive to consider parking a car on $30,000 worth of real estate, especially at the rates which the "market" will allow. A better alternative is to build a parking structure onto land which the City owns. This can be accomplished at a cost of approximately $10,000 per parking space. In some ways this fact tends to drive the decision of location! For this reason it is recommended that additional municipal parking in the downtown be in the form of above ground parking structures.

(2)Immediate Need:

The question of immediate need to replace diminished Municipal Parking spaces has been addressed. Later in the documentation it will be illustrated that the City Hall carpark has, for now, the most intense parking problem in all of the downtown. It is planned, however that remedial action will be taken on the methods and control of this facility in the very near future which will dramatically affect the ratio of monthly parkers vs. transient parkers on this location. This fact, coupled with the possibility of the Regional tower being located onto the site of the existing parking facility has displaced this location from being considered first in terms of immediate need.

This then leads directly to the John/Rebecca carpark site where, within two blocks a large number of spaces are being removed from the municipal parking inventory in March of 1990 with the construction of the new Theatre Aquarius at King William and Ferguson Streets. The Authority has studied a plan to incorporate parking onto this sight using a modular method. The first module would cost $2,600,000 and provide approximately double the number of existing stalls at this location. The second module would be scheduled for 1995 or later with an additional 300 stalls being possibly added. Such a parking structure would be tied into the existing architecture for the area (fire hall for example) and set the surrounding commercial district into a position for future construction (particularly on the site of the Bus Terminal and the block to the north of the Hydro building.

(3)Support of Commerce:

The Parking Authority next considered the driving need to support commerce in the East end of the CBD. The pressure has been there for some time as evidenced by the International BIA representations in the past. This factor assisted in setting the King William and Mary Street location as the next project to follow the John/Rebecca expansion. Along with the shortage of space brought about by the Theatre Aquarius building, there is still the need to provide some form or forms of "anchor" in this end of the CBD.

As well, the Municipal Carpark project at Main and Ferguson followed for the same reason (set for 1992). (It should be noted that all during this time the new Parkade on York Boulevard is and would be in a growth mode and satisfy much of the increased demand in the downtown proper plus some to the west of the centre of the CBD.) The location at Main and Ferguson (beside Don Cherry's) is also of significance to the Southeast quadrant on which this project borders. It is, as will be pointed out later, in the Southeast where the highest risk of parking stall loss may be realized because of the large number of privately held properties.

Of concern for both of the above properties is a Council resolution that the Parking Authority examine the possibility of incorporating non-profit/low income housing into any parking facility development. It is in this spirit that the projects for both the King William/Mary and Main/Ferguson sites are costed out as joint ventures in which the City would only incur costs of $100,000 for each site. It is suggested, if Council approves the budget, that either a non-profit housing group or, if non is interested, a commercial group join with the Authority in planning a development which would see the Municipality provided with the extra Municipal parking and the air rights going to the other party for development. Under these conditions it would not be the recommendation of the Parking Authority to surrender ownership of the land or management of the parking to the other party.

(4) Major Developments:

Just as the York Boulevard Parkade was constructed to complement the new Eaton's Centre it became important that the area surrounding the new Go Terminus site be examined for its parking requirements. This is an important development which will attract Commerce to the area simply because of the existence of the Go Station. It is not intended that this facility be used by the regular GO passenger; rather, it would supplement the parking inventory to serve the extra business brought to this area of the City by the Go system itself. (The commuter who drives will normally use the Waterdown Road GO station where parking can be supplied cheaply. Downtown parking for this person will be normally too expensive.)

(5) Assembly of Land and Continuing Projects by Private Developers:

In any strategic plan of this type there are certain elements which are reasonably predictable; however, when considering the steps that might be taken

by the private developer in a downtown area like Hamilton it is only possible to look at trends and use whatever facts are available to project the most likely path that such development might take.

It is clear that development has and will occur in two other crucial areas of the CBD, i.e. the Southeast section (around the Journey's End), and in the immediate Southwest of the CBD, notably in the area of the City Hall and Board of Education. Each of these areas contain several privately owned parking facilities which have been heavily committed for development and cannot be counted upon to form any part of the downtown parking inventory beyond the next three(3) to five(5) years, unless there is a total collapse in the local economy.

For the reasons stated above the Capital Budget Plan shows three major projects being recommended for these areas by the Parking Authority: a 650 stall parking facility in the Southeast quadrant on land as yet not purchased; an expanded City Hall parking structure; and, an expansion of the existing Underground Parking Garage into an area beneath the existing Board of Education parking lot.

Parking Structure--Southeast quadrant

On this particular plan there is not a great deal of detail at this time. Many variables must be examined before a possible specific location and design are ready for presentation. The need for this project is derived from the overwhelming number of privately held parcels of land in the quadrant. It would appear imperative that the city play a role in the development of this important section of the downtown. For purposes of this report the estimates are made based upon the perceived need for a medium sized parking facility of 650 spaces (5 floors) which is large enough to justify occupying the land and yet allow the economies of scale to be realized.

Expanded City Hall Parking Structure:

Although it is likely that the City Hall parking expansion will take place within the walls of a new Regional tower, it nevertheless would be prudent for the committee to be made aware of how such expansion might occur if the tower were not to exist. Documentation and design sketches will be on hand and presented at the time of the Committee meeting.

Underground Garage Expansion beneath Board of Education:

The Committee should know that presentations have been made to the Board of Education in order to secure their support to pursue the project. This is progressing at the present time. At the Committee meeting I would like to present the plans which were prepared by our engineers on behalf of the Parking Authority. Many of the facts that are found in the background documentation to the proposes City Hall Parking Structure project are also of use in understanding this particular project.

SUMMARY OF PROJECTS BY PRIORITY

	Construction Cost
(1) John/Rebecca Carpark Decking	$2,600,000
(2) King William/Mary Carpark Decking	3,300,000
(3) Main/Ferguson Carpark Decking	3,400,000
(4) Parking Structure--Area of GO	2,500,000
(5) Parking Structure--Southeast Quadrant	8,000,000
(6) City Hall Carpark decking	8,220,000
(7) Underground Garage expansion at Board of Ed.	8,800,000

ECONOMICS OF EXISTING PARKING FACILITIES - Appendix B

As will be illustrated there is a good deal of analysis involved in how best to locate and operate large carparks such as those being proposed. Many advances have been made to assure the necessary efficiencies required in investments of this type and almost another science is in existence to bring all of the variables together.

Just to touch on part of the basic planning methods behind a good parking lot strategy for a typical downtown like Hamilton, I have attached some data on four of the major carparks operated by the Parking Authority which are of concern in the planning of the proposed new facilities. By using computer programmes developed for the purpose one can make certain suppositions about current and future use for each facility.

FINANCIAL OPERATING PLANS FOR NEW PROJECTS

In order that a parking facility can be financially understood it is necessary to set down a series of models on how it would best operate and to describe the likely financial picture would probably develop over the first several years. There are many variables to consider. Each one can have a heavy impact on how the facility is used and how effectively it serves the surrounding commercial area.

It is not the purpose of this report to show how each of the subject projects would likely operate; however, it is very important that the Committee takes note of what elements of revenue and expense exist in the day to day operations of a typical carpark. (see Appendix C)

The first two pages detail the expected revenue and expense items which must be considered. The most up-to-date information is incorporated into these calculations. (Again, this is an example of how computer software is coming into play in the Parking Industry.)

(In the matters of revenue and expense there is a host of new ideas now on the market to ease the labour intensity of the parking operation both for revenue and expenditure control. The latest designs and computer controls can allow a whole parking facility to be operated by one individual. More and more of these advances are coming onto the market on a regular basis and the coming years will see Hamilton equipped with the latest in parking technology. The Parking Authority is committed to keeping Hamilton at the leading edge of this work.)

The final page is most revealing and helps to predict the way this facility would operate over a ten year period. You will note that the bottom line represents the operating profit on a yearly basis. (There is a built in assumption that rates will increase, on average, at 4% per annum.) It is here where one's attention must be directed, for the profit has to serve the debenture debt if that method of financing is selected.

CAPITAL COSTS

It is no doubt clear to the Committee members that the cost to construct parking structures has never been cheap. When one looks around any major city at these types of facilities they are inevitably owned by Hotels (who must have them to make the hotel work), by office towers for the same reason, by those who serve "captive" clientele such as air ports, or by Municipal authorities (who are charged with the responsibility to maintain and enhance a supply of downtown parking for the protection of commerce and industry.)

By themselves, parking structures as a rule, do not generate enough income within their lifetime to adequately cover: (1) the capital costs (2) operating

costs, and (3) replacement costs (which could be helped immensely by a better policy on road salt application throughout the City). Further, a parking structure on valuable downtown land is rarely the best use for the land.

For these and other reasons, the Municipality must address each of the costs mentioned above since no other party has a vested interest in the subject unless they are forced into being concerned.

SOURCE OF CAPITAL FUNDS

In order to build the parking structures outlined in this report, there are only so many sources of funds.

The cost of a parking stall within a large structure is approximately $10,000. If this is examined strictly as an investment by some developer looking for a place to put his/her money, then the bottom line, after all expenses are covered, would still have to leave a reasonable return (at least equal to the interest from Treasury bills.)

The philosophy behind the development of parking structures within the City has been that they must be "self-funded" and "self-supporting" or they cannot be considered. This is not unlike the situation in Toronto or in Calgary; however, if one can use these two cities as an example: in Toronto the Municipality has built up funds of $45,000,000 in reserves for parking; and in Calgary this has amounted to approximately $25,000,000. In each of these examples the Municipality is able to build any necessary parking by using the cash in its reserves. These cities do not, as a rule, finance these projects through debentures.

It should be emphasized that the revenues from operations of a Municipal Parking structure (such as those in the Capital Budget) can easily carry the normal operating expenses. In fact, there is little difficulty in turning a profit on operations. (Provided for your information is a list of the Parking Authority carparks "Projected 1990 Profit and Loss" in which this point is easily seen.) The financial stumbling block, however, is with the covering of debenture charges; in addition, whatever surplus funds that may be created out of the operation of a parking structure should wisely be placed into a sinking fund to provide for replacement after the useful age of the building has expired (typically 25 to 30 years currently). (see Appendix D)

Other than from operations, the sources of Capital Funds to finance parking structures (or any other type of Municipal parking throughout the City) is typically derived from the following:

(1) Net revenue from on-street meters: This is the largest single source of Capital Funds available for financing Municipal parking. Recently, by adjusting the rates for on-street meters, City Council has taken a very positive step forward in this area. It is unlikely that this particular issue will need to be addressed for several years. This source of funds is very significant.

(2) Revenue from "cash-in-lieu" of parking option: Along with the report on development charges carried out by Coopers and Lybrand Consulting Group, the consultants in charge brought down a separate report on the handling of the "cash-in-lieu" option by those who choose to develop commercial property in Hamilton. This report is attached for reference. In their conclusions (found under section "G" within the report) the consultants recommend the removal of the exemption by commercial developers in the downtown from providing the prescribed parking requirements; and, if "cash-in-lieu" is an option in any development, to cause the amount payable to equal the real cost to provide parking in the development area. If the City of Hamilton were to apply this policy to commercial development throughout the City, there would be a large influx of funds into the Reserve for Offstreet Parking Account. This is typically what has happened in the Calgary and Toronto scenarios described above. (Append E)

(3) Net revenue from parking fines: This source also represents an area which is commonly used in major urban centres to assist in the funding of parking facilities. Again, this option allows the Municipality to avoid encumbering the tax payer with the funding responsibility for parking. It ties in directly to the same principle of "user pay" as does using the on-street meters. It is recommended that the Committee examine the possibility of directing these revenues into the parking reserve. This could be phased in over two or three years and would have a tremendous impact on the availability of funds.

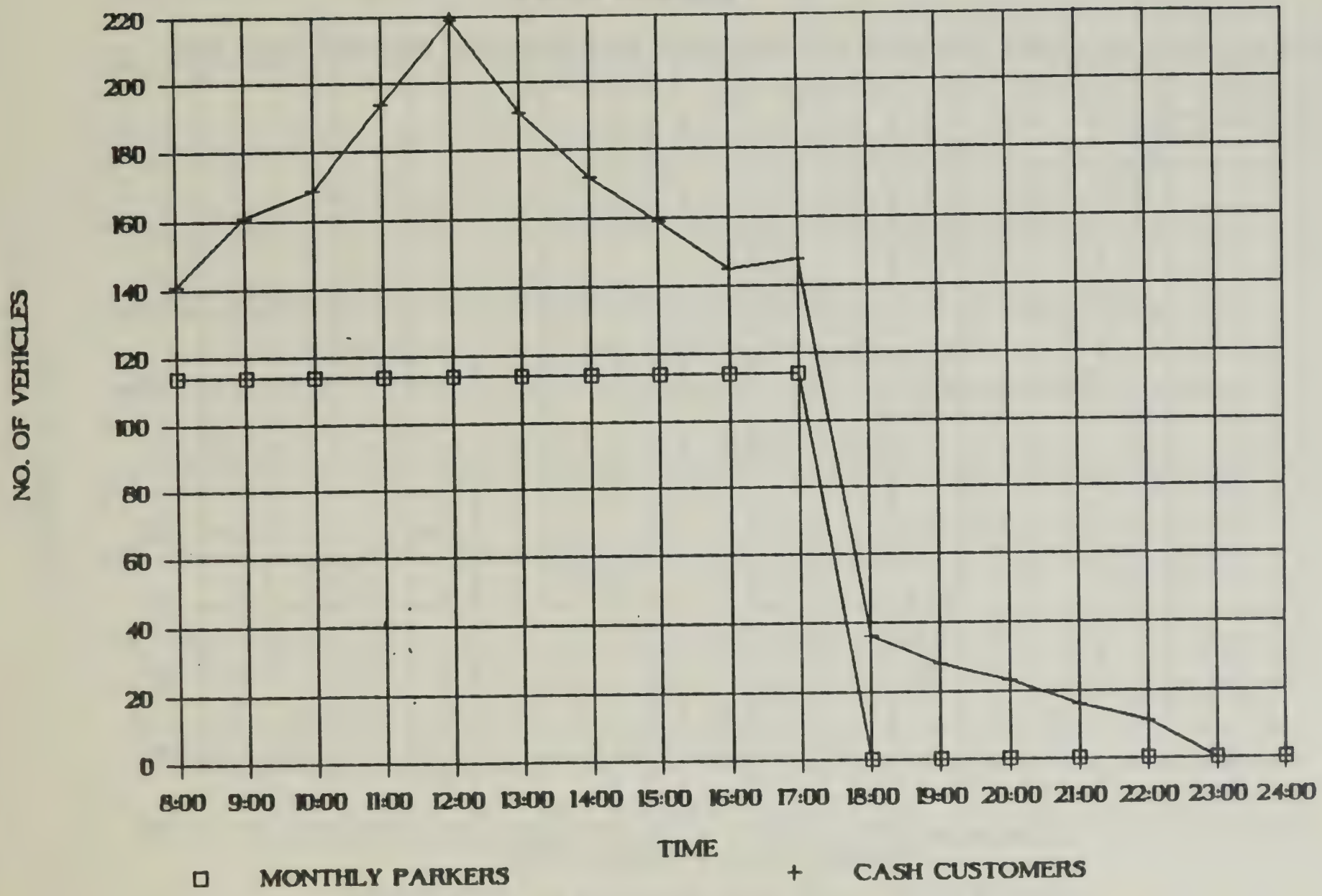
SUMMARY:

It has been the intention of this report to illustrate the need for parking to be expanded in the CBD and to show how the City is likely going to have to play a leading role in this regard. It has also been important to underscore the cost of such investment by the City; but at the same time the direct relationship between the need for these facilities and the sources of capital funds to bring them into fruition cannot be emphasized enough.

If the City will move in the direction of the recommendations found on the introductory page then it can be assured of not having to impact the tax base of the city in future years. The structures are needed; the plans for finding the necessary funds are before us. The Finance and Administration Committee is requested to adopt the outlined strategy and to recommend it to Council.

NO. OF VEHICLES ON LOT #1,

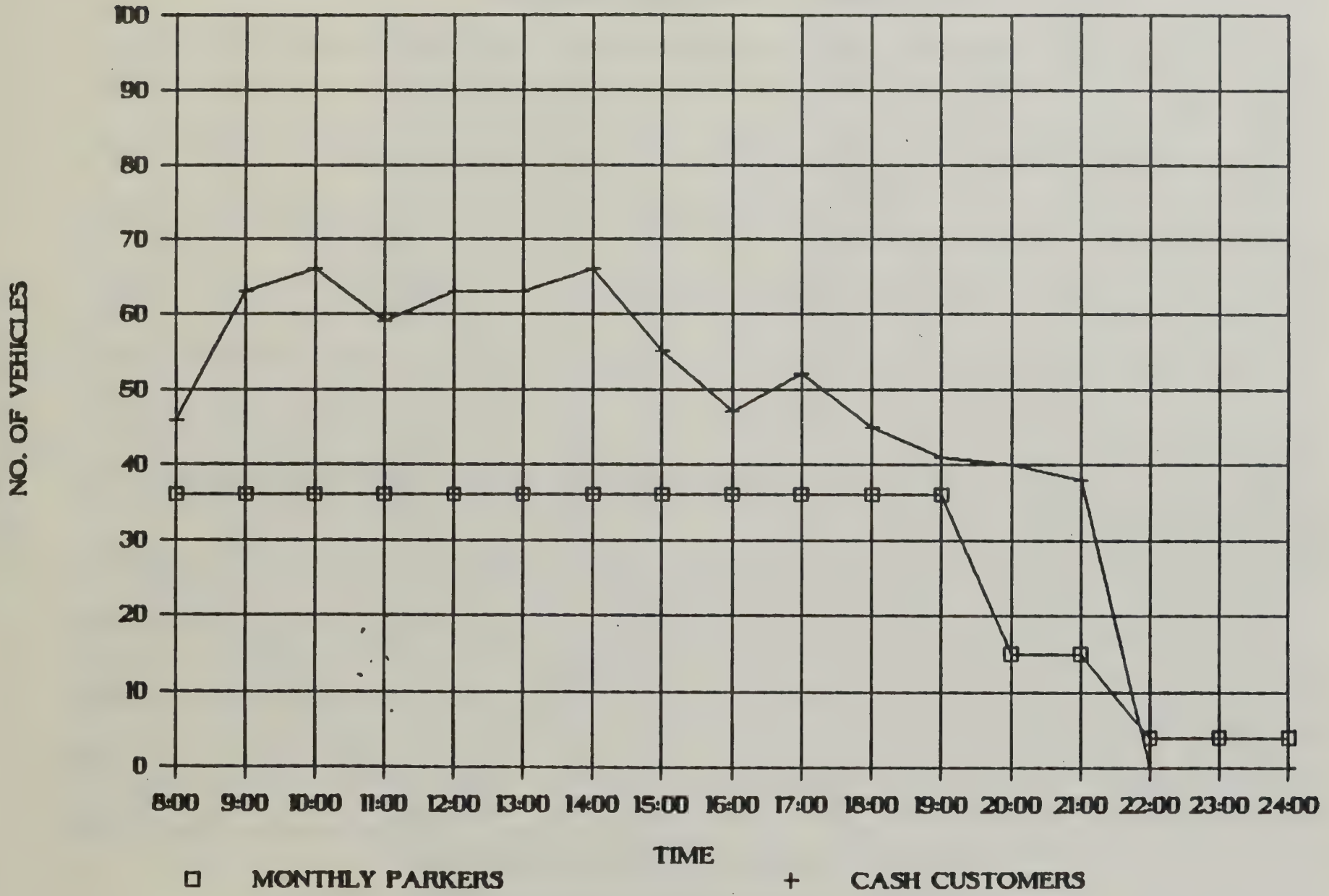
JOHN & REBECCA STREETS



R-1

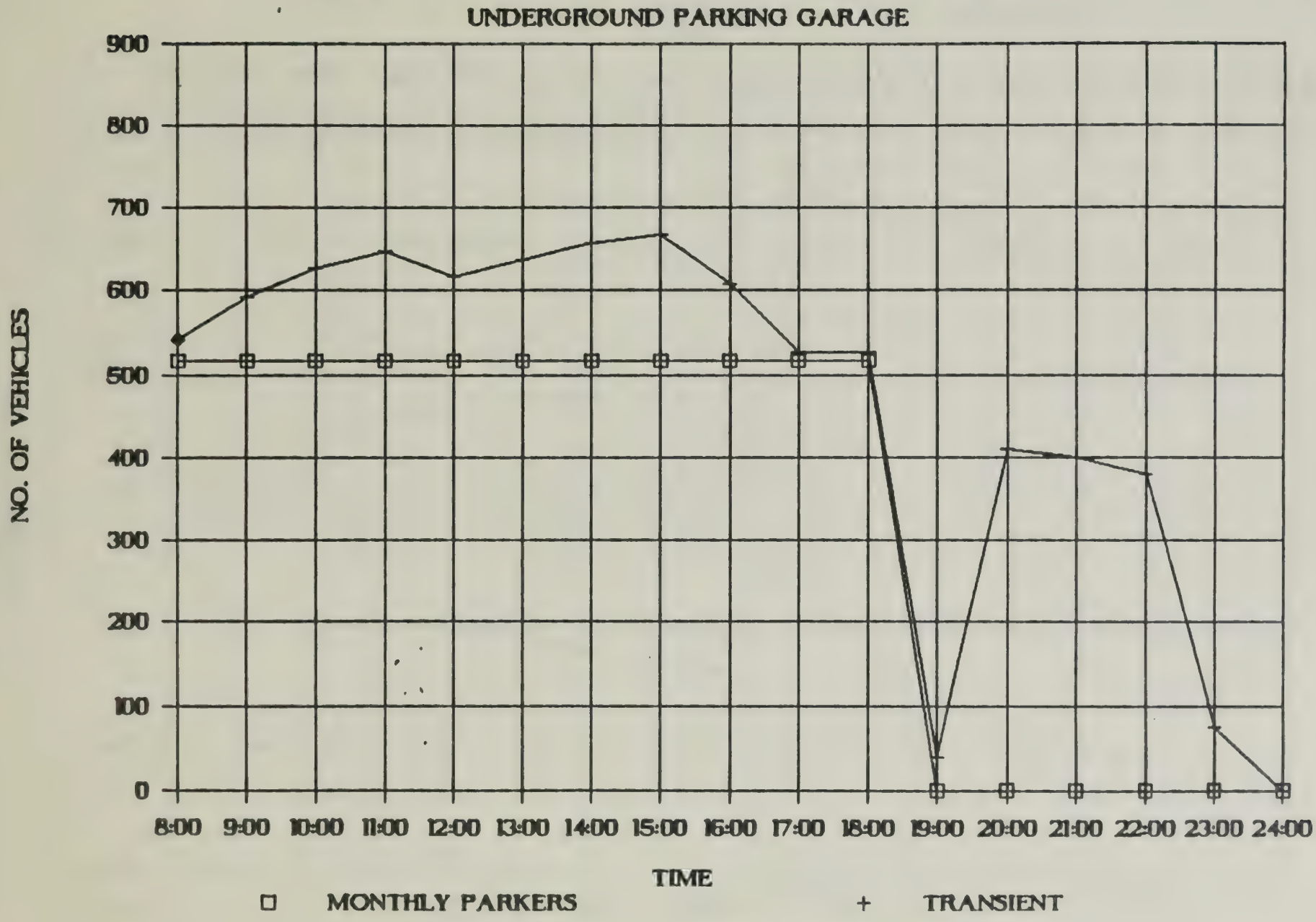
NO. OF VEHICLES ON LOT #5

KING WILLIAM & MARY STREETS



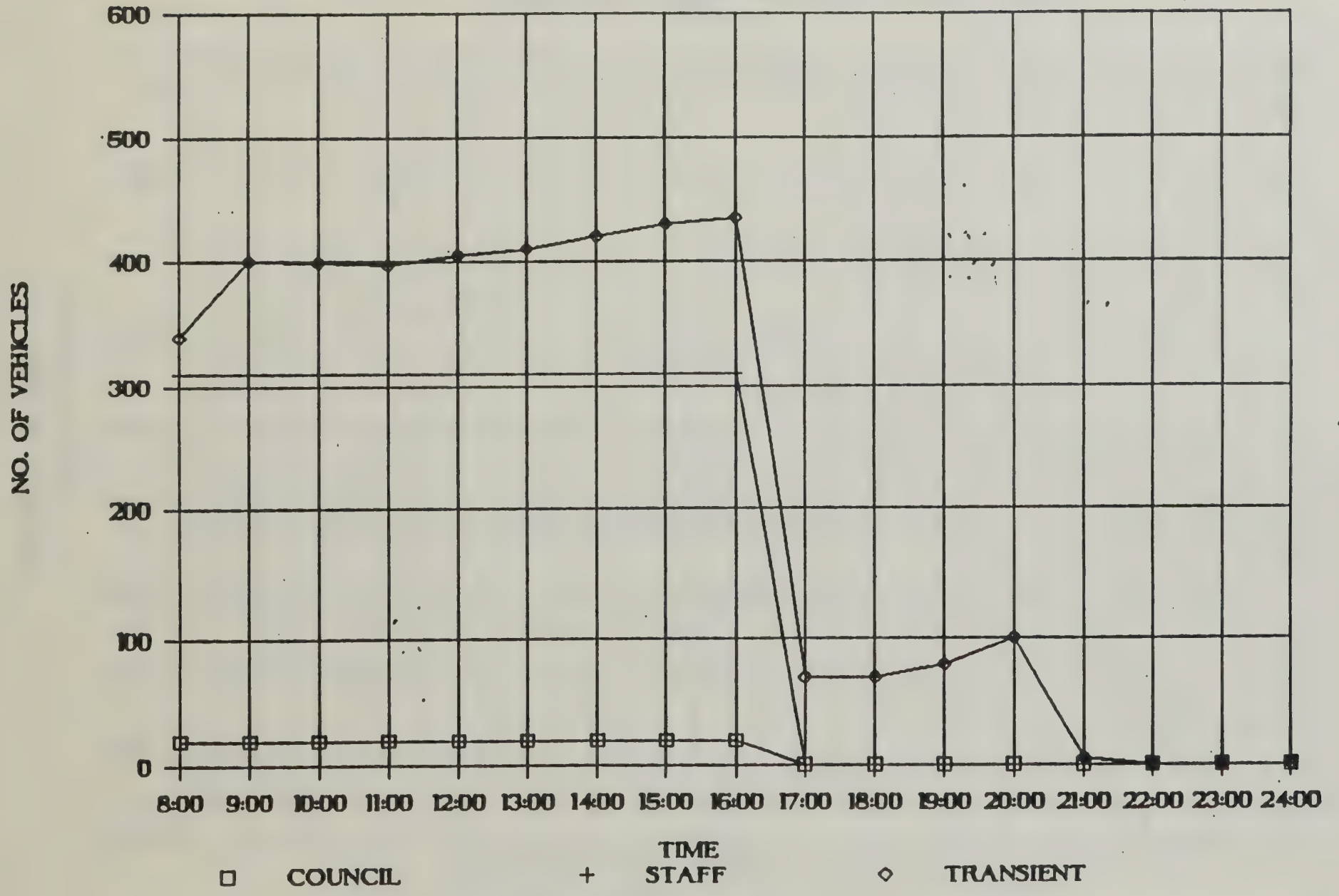
B-2

NO. OF VEHICLES ON LOT #37,



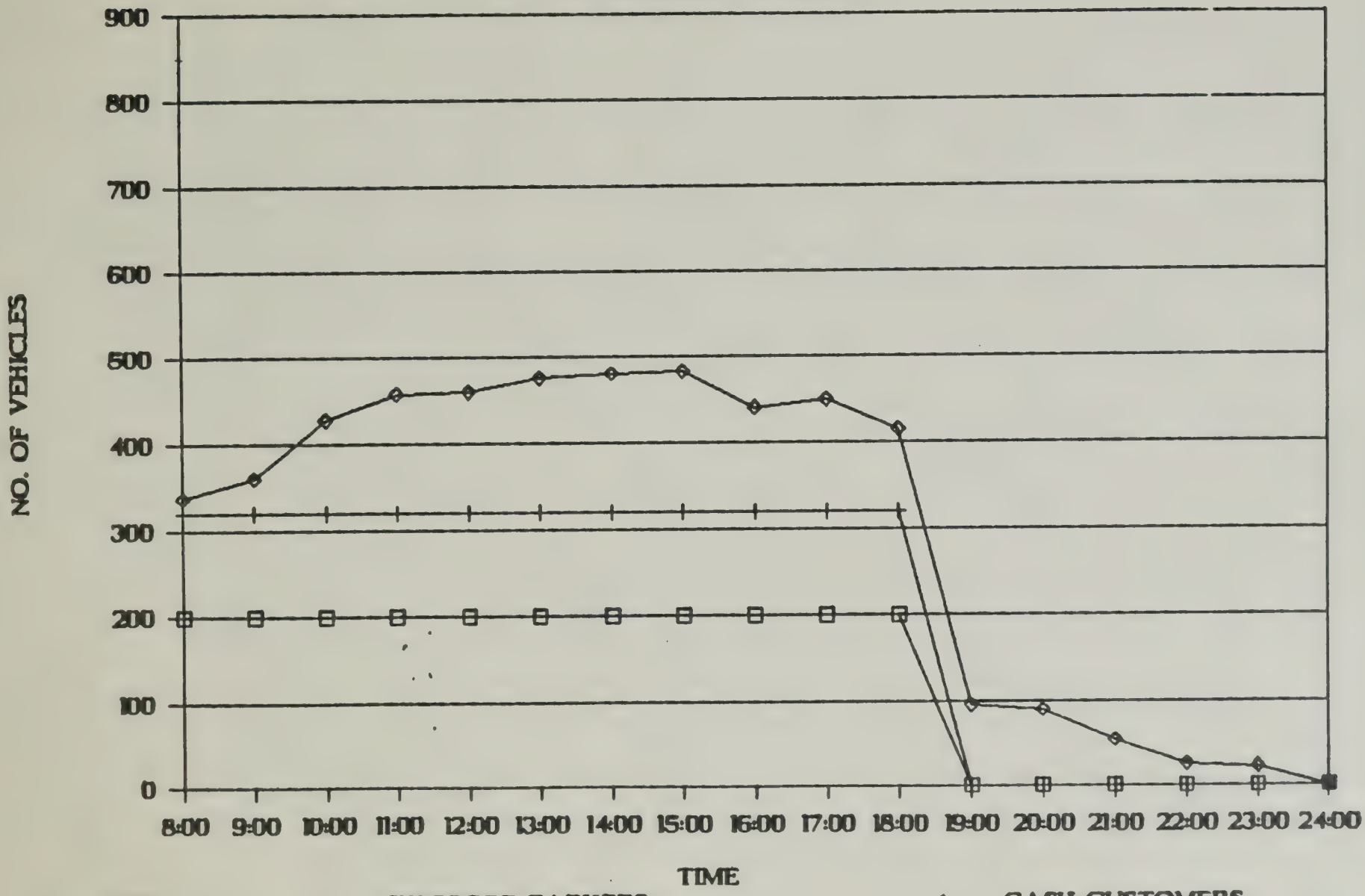
NO. OF VEHICLES ON LOT 40,

CITY HALL PARKING FACILITY



NO. OF VEHICLES ON LOT#68,

YORK BLVD. PARKADE



B-5

PROFORMA—MAIN AND FERGUSON

TOTAL STALLS 300

DAILY RATES DESCRIPTION	rate	number of stalls	per cent of total	hours/day occupied	number of days/year	annual revenue
1/2 hour	$0.90	200	67	9	259	$419,580
1 hour	$0.00	0	0	0	0	$0
1 hour premium charge	$0.00	0	0	0	0	$0
overnight hotel	$0.00	0	0	0	0	$0
evening	$4.00	120	40	1	100	$48,000
weekend	$0.00	0	0	0	0	$0
early bird	$0.00	0	0	0	0	$0
flat rate	$0.00	0	0	0	0	$0
special event	$0.00	0	0	1	40	$0
blank	$0.00	0	0	0	0	$0
blank	$0.00	0	0	0	0	$0
TOTAL DAILY REVENUE						$467,580
CONTRACT PARKING RATES						
monthly	$100.00	100	33	12 billing freq.		$120,000
quarterly	$0.00	0	0	4 "		$0
semi annual	$0.00	0	0	2 "		$0
annual	$0.00	0	0	1 "		$0
TOTAL CONTRACT REVENUE						$120,000

OTHER REVENUE		RETAIL INCOME	Sq. Ft.
City	$0	Ground Floor	0
County	$0	Upper Floor	0
Province	$0		
Federal	$0		
Contributions	$0		
commitment premium	$0		
total other rev.	$0		
TOTAL REVENUE	$587,580		

TOTAL OPERATIONS REVENUE		$587,580
Rate/sq.ft.		
$0.00	0	
$0.00	0	
TOTAL RETAIL INCOME	0	

Parking income is projected to increase at 4 per cent per year.

C - 1

OPERATING COST PROJECTIONS

CASHIERED FACILITY

CASHIER COST	days per week	hours per day	total
cashier one	6	22	6864
cashier two	0	0	0
cashier three	0	0	0
cashier four	0	0	0
cashier five	0	0	0
cashier six	0	0	0
operating days per year			300
average cashier pay rate/hour			$9.00
per cent fringe benefits			18
total number of cashiers to be employed			0
uniform cost per cashier			$200.00
total annual cashier cost			$72,896

SUPPLIES	price ea	
tickets	$0.030	$14,346
decals		$0
misc.		$500
total annual supplies		$14,846

TAXES AND ASSESMENTS	$90,500
OPERATING COST	$202,142

LIABILITY INSURANCE	
SECURITY	
rate per hour	$9.00
hours per day	6
TOTAL SECURITY	$16,200

UTILITIES

	per stall cost	
electricity	$7	$2,100
phone	$2	$600
water	$0	$0
other		$0
total utilities		$2,700

GARAGE MANAGER/CASHIER

add sal/hr	$0.00	$0
fringe benefits		$0
TOTAL GARAGE MANAGER COST		$0

ADMINISTRATIVE COST	$0
MANAGEMENT FEE	$0

MAINTENANCE COST	cost per stall	annual total
revenue control	$5	$1,500
painting	$3	$900
landscaping	$2	$600
elevators	$4	$1,200
lights	$5	$1,500
security equipment	$2	$600
cleaning	$20	$6,000
routine repairs & maint.	$20	$6,000
misc. supplies	$5	$1,500
TOTAL MAINTENANCE		$19,800

TOTAL OPERATING EXPENSES	$221,942

Operating expenses are projected to increase 4 per cent per year.

PROFORMA STATEMENT OF OPERATIONS—MAIN AND FERGUSON PARKADE
FOR THE FIRST TEN YEARS

TOTAL STALLS 266 DATE JANUARY 22, 1990

	YEAR 1	YEAR 2	YEAR 3	YEAR 4	YEAR 5	YEAR 6	YEAR 7	YEAR 8	YEAR 9	YEAR 10
per cent parking utilized	100	100	100	100	100	100	100	100	100	100
INCOME FROM OPERATIONS										
parking income	587,580	611,083	635,527	660,948	687,385	708,007	729,247	751,125	773,658	796,868
interest on reserves	0	0	0	0	0	0	0	0	0	0
other income/retail income	0	0	0	0	0	0	0	0	0	0
TOTAL OPERATING INCOME	587,580	611,083	635,527	660,948	687,385	708,007	729,247	751,125	773,658	796,868
P\A FEE 0 of oper.income	0	0	0	0	0	0	0	0	0	0
TOTAL OPERATING EXPENSES	221,942	230,819	240,052	249,654	259,640	270,026	280,827	292,060	303,743	315,892
	365,638	380,264	395,474	411,293	427,745	437,981	448,420	459,065	469,916	480,976
OTHER NON OPERATING EXPENSES										
interest	0	0	0	0	0	0	0	0	0	0
depreciation	0	0	0	0	0	0	0	0	0	0
amort. of bond issuance cost	0	0	0	0	0	0	0	0	0	0
NET INCOME	365,638	380,264	395,474	411,293	427,745	437,981	448,420	459,065	469,916	480,976
ITEMS AFFECTING CASH FLOW										
ADD:										
depreciation	0	0	0	0	0	0	0	0	0	0
amortization	0	0	0	0	0	0	0	0	0	0
SUBTRACT:										
principal	0	0	0	0	0	0	0	0	0	0
CASH FLOW	365,638	380,264	395,474	411,293	427,745	437,981	448,420	459,065	469,916	480,976

FEBRUARY, 1990

PROJECTED
1990 PROFIT/LOSS
ALL MUNICIPAL CARPARKS

	LOCATION		EXPENDITURE	REVENUE	PROFIT/ (LOSS)
01	JOHN & REBECCA		117430.00	231000.00	113570.00
02	OTTAWA ST.		78650.00	140800.00	62150.00
04	KENILWORTH AVE.		25980.00	24000.00	-1980.00
05	KING WILLIAM & MARY		79600.00	152400.00	72800.00
07	MAIN & FERGUSON		52690.00	82800.00	30110.00
08	KING & JARVIS		37240.00	46700.00	9460.00
09	UPPER WELLINGTON		9890.00	10000.00	110.00
11	MAIN & GARSIDE		8840.00	9000.00	160.00
12	BARTON & SHERMAN		28550.00	31300.00	2750.00
13	WISON & JAMES	*	23250.00	24000.00	750.00
16	MAIN & BALMORAL		5180.00	9500.00	4320.00
17	MAIN & HUXLEY		8940.00	12000.00	3060.00
19	MAIN & OTTAWA		9190.00	6000.00	-3190.00
20	UP. JAMES & BRANTDALE		20200.00	11500.00	-8700.00
21	MAIN & TUXEDO		10520.00	12720.00	2200.00
22	KING WEST & LOCKE		6150.00	1700.00	-4450.00
28	KENILWORTH PIPELINE		7950.00	1500.00	-6450.00
29	WILSON & MARY		4550.00	6930.00	2380.00
30	56 KENILWORTH NORTH		3850.00	3000.00	-850.00
32	EAST AVENUE		6170.00	6390.00	220.00
33	UPPER JAMES & GENESSE		16520.00	30000.00	13480.00
34	MAIN & COPE		4900.00	5000.00	100.00
35	EAST 21ST STREET		7740.00	5920.00	-1820.00
36	MULBERRY ST.		12610.00	26000.00	13390.00
37	UNDERGROUND GARAGE	**	1205580.00	1768940.00	563360.00
39	BARTON & GROSVENOR		15800.00	23440.00	7640.00
40	CITY HALL	**	144140.00	185000.00	40860.00
41	1366 MAIN ST E		6130.00	9100.00	2970.00
42	BARTON & BIRCH		5360.00	11890.00	6530.00
43	KENILWORTH & NEWLANDS		7700.00	5200.00	-2500.00
44	BARTON & EMERALD		5070.00	3260.00	-1810.00
45	536 BARTON ST. E		6580.00	8880.00	2300.00
46	BARTON & WILLIAM		11010.00	8200.00	-2810.00
47	BARTON & BARNESDALE		5330.00	2680.00	-2650.00
49	BARTON & CAROLINE		11040.00	8180.00	-2860.00
50	CANNON & BIRCH		5450.00	4420.00	-1030.00
53	KING WM & FERGUSON		15160.00	26480.00	11320.00
54	897 BARTON EAST		4320.00	2030.00	-2290.00
56	MAIN & EMERALD		5870.00	11930.00	6060.00
58	1366 BARTON STREET E		6340.00	2440.00	-3900.00
59	MAIN & HUGHSON		34320.00	102150.00	67830.00
60	WENTWORTH-CENTURY	**	4810.00	2790.00	-2020.00
62	VINE & MCNAB		53680.00	91200.00	37520.00
63	PARKDALE & BRITANNIA		5320.00	1740.00	-3580.00
64	168 SHERMAN AVE N.		4980.00	7020.00	2040.00
65	16 MAGILL ST.	**	7620.00	4050.00	-3570.00
66	BAY & CANNON	**	36630.00	20860.00	-15770.00
67	QUEEN & HESS	**	100980.00	78010.00	-22970.00
68	YORK BOULEVARD PARKADE		453100.00	795100.00	342000.00
69	YORK BLVD. PARKETTE	**	19470.00	30000.00	10530.00
70	207-211 HUGHSON NORTH		5770.00	15000.00	9230.00
71	77 MARY STREET		4780.00	10000.00	5220.00
72	11 EAST AVE		7400.00	8000.00	600.00
73	253 KING WILLIAM		20630.00	24000.00	3370.00

* Managed on behalf of Urban renewal agreement
** Managed on behalf of city

D.

RECOMMENDED CHANGES IN THE CITY OF HAMILTON'S PRESENT PARKING POLICIES AND PRACTICES

We have been informed that current City practices relating to the financing of parking facilities are ineffective. Further, we have been asked to analyze these practices and to recommend changes that would allow for better financing of the City's parking needs.

The sections that follow present the City's parking regulations, actual practices, associated problems, and recommended changes.

A. THE CITY'S CURRENT PARKING POLICIES HAVE BEEN EXAMINED

Currently in the City of Hamilton, By-Law No. 83-66, "Required Parking for Residential, Institutional and Commercial Uses", requires most developers to provide parking space sufficient to service the parking demand they create. (Commercial development in the downtown core has been traditionally exempt from this requirement even though this is the area of highest need.) Those developers who are unable to comply with this parking requirement within their developments are currently given the option of paying, to the Parking Authority Reserve Account for Offstreet Parking, between 50% and 100% of the cost of creating the necessary parking spaces in the development area. The amount to be contributed for "cash-in-lieu of parking" is determined by a City committee.

B. CURRENTLY THE CITY'S PARKING REGULATIONS ARE NOT BEING FULLY IMPLEMENTED

The City's Reserve Account for Offstreet Parking is currently underfunded. This has been the result of two practices related to the implementation of the City's parking requirements, namely: the adopted policy of exempting commercial development within the downtown core from compliance with the parking requirements, as well as the "ad hoc" exemption of other types

of commercial development as their cases are brought forth for review. These practices have come about due to the fear that if commercial developers are required to fully comply with the City's parking requirements, that this will lead to a reduction of commercial development taking place in the City.

C. FEARS OF DISCOURAGING COMMERCIAL DEVELOPMENT THROUGH ENFORCEMENT OF THE CITY'S PARKING REGULATIONS ARE MISPLACED

The fears of discouraging commercial development through requiring developers to pay for the parking needs that they create are misplaced and in fact may be counterproductive. In fact commercial development may harmed by exempting it from complying with the existing parking regulation, if funding does not exist to provide the necessary parking facilities. As it stands the Parking Authority is unable to finance sufficient construction of offstreet parking because of its underfunded Reserve Account for Offstreet Parking.

D. PRESENT PRACTICES WILL MEAN TROUBLE IN THE FUTURE

If the present policy continues into the future one of two things will occur:

i) The Parking Authority will continue to finance the construction of necessary parking facilities and will incur debt in order to do so. This will mean that existing taxpayers will have to incur the cost of servicing new commercial development with the necessary parking facilities. Effectively this will result in the subsidization of new commercial development by the existing taxpayers. This is not a desirable path to follow as it passes on the costs of providing parking facilities to individuals other than those who will directly benefit from them. As such it goes against the "user pay" approach to capital cost recovery and is thus inequitable.

ii) The City will experience an extreme parking shortage, and commercial developers may find it undesirable to locate in Hamilton, as there will be inadequate parking facilities to serve them.

Neither of these two outcomes are desirable and should be avoided by altering the City's current parking policies.

E. THE POLICY OF REQUIRING ALL NEW COMMERCIAL DEVELOPMENT TO SUPPLY THE PARKING DEMAND IT CREATES IS SOUND

Requiring all new commercial development to pay for the parking facilities necessary to serve the demand it creates is sound as it:

i) is an equitable assignment of capital costs, since those who will directly benefit from the parking facilities are those who pay for their construction.

ii) is fair in that it treats all commercial development in a consistent manner.

iii) ensures that all commercial developments have a sufficient supply of parking.

F. THERE ARE TWO ALTERNATIVE PARKING POLICIES AVAILABLE WHICH THE CITY MAY APPLY TO REQUIRE COMMERCIAL DEVELOPMENT TO SUPPLY THE PARKING DEMAND IT CREATES

Two alternative solutions to the City's parking problem are considered here:

1) Incorporate the cost of financing the building of the necessary parking facilities into the commercial-industrial capital charge. This will ensure that the necessary funds are collected promptly and on time.

The monies collected could then be used to construct the parking facilities required by the new commercial-industrial development.

2) Apply the existing by-law on a consistent basis. This includes rescinding the exemption currently granted to commercial development in the downtown core within the by-law. In cases where the "cash-in-lieu" policy is applicable the amount payable should always equal 100% of the cost of constructing the required parking facilities in the development area.

G. AFTER DUE CONSIDERATION OF THE TWO OPTIONS IN SECTION F, OPTION 2 IS THE MOST PRAGMATIC

Of the two options presented in section F, option 2, which would require commercial development to fully comply with the City's parking regulations is the most pragmatic.

There are two problems associated with option F. The first is that the resulting capital charges would be considerably higher than those of other municipalities - the capital charges component attributable solely to the capital requirements of the Parking Authority would be $60,149 per acre, which is considerably higher than the capital charges of most other townships. This is counter to our stated approach to the calculation of a commercial-industrial levy, which is to ensure the charge is not out of line with that charged by other municipalities.

The second problem is that some developers will provide on-site parking while others won't. A universal development charge would unfairly burden all developers to provide off-site parking for only some of the developments.

Thus we conclude that the alternative of requiring all

commercial development to comply with the City's parking regulations is the better option. In the case of the "cash-in-lieu" this means that no commercial development should be exempted from providing the funds necessary to construct the requisite parking facilities. Therefore the present policy of exempting commercial development, on an "ad-hoc basis" from either the provision of the physical parking facilities or the funds necessary to construct them. This means that if a developer is not able to comply with the City's parking requirement regulations provide the parking dictated by the City he/she should be responsible for remitting the funds covering 100% of the costs necessary to construct the required parking facilities.

6. CONCLUSION

In conclusion, we recommend the following:

i) Rescind the exemption of commercial development in the downtown core from complying with the prescribed parking requirements, contained within the current by-law.

ii) Enforce the resulting by-law consistently and without exemption.

iii) In cases where the "cash-in-lieu of parking" policy applies, the amount payable should equal 100% of the cost of providing the required parking spaces in the development area.

After due consideration, we feel that the stringent application of current parking requirements to all commercial development (including that in the downtown core) along with 100% cost recovery in cases where the "cash-in-lieu of parking" practice is applicable, is the best policy for the City to follow. This will guarantee an adequate

supply of parking facilities within Hamilton and will ensure that these facilities are financed in a fair and equitable fashion.

11

International Village stores back parking rental proposal

CHINESE, GERMANS and the many other nationalities in Hamilton's International Village shopping district say it's OK for the Greeks to annex a piece of land in the Jarvis Square parking lot.

But Alderman Tom Murray says the city will set a dangerous precedent if it rents out parking spaces for a patio cafe next to the restaurant It's All Greek To Me.

Parking authority manager Peter Baker says Don Cherry's Grapevine wants to do the same thing on Main Street East, and Mr. Murray says other applications will follow.

Despite that concern, council's finance and administration committee voted 5-3 yesterday to recommend leasing four spaces this summer for the patio just west of Wellington Street.

Council, however, has turned down similar recommendations twice before, so the final decision won't be known until Tuesday.

"There'll be a debate at council and we'll see what happens," said Alderman Brian Hinkley, committee chairman, who argued unsuccessfully that there should be a public meeting to hear if anyone objects.

Restaurant owner Margaret Tsangarakis arrived at the meeting yesterday with a number of supporters and a petition signed by almost every merchant in the International Village Business Improvement Area.

But Mr. Baker said more than 6,000 cars use the lot every month — "and that's 6,000 faceless people who are not here."

Rev. Charles Forsyth, chairman of the Central Area Plan Implementation Committee, said the city should do whatever it can to increase pedestrian traffic along King East.

Alderman Gerry Copps said having people sitting outside makes the area safer at night, especially for women.

Mayor Bob Morrow came into the meeting just to hear the delegation and add his vote in favor. "I don't buy the precedent-setting argument," he said. "You have to take cases on their own merits."

The Hamilton Spectator .5 April 1990

11

Corporation of the City of Hamilton

Memorandum

****

TO: Mrs. Susan K. Reeder
Secretary, Planning and Development Committee

YOUR FILE:

FROM: Mr. J. D. Thompson, Secretary
Finance & Administration Committee

OUR FILE:
PHONE: 546-2747

SUBJECT: **PARKING REQUIREMENTS FOR COMMERCIAL DEVELOPMENT IN THE CENTRAL BUSINESS DISTRICT**

DATE: 1990 March 29

Attached for your information and attention is a copy of Section 2 of the NINTH Report of the Finance and Administration Committee dealing with the parking requirements for commercial development in the central business district as well as the "cash in lieu" policy which was referred to the Planning and Development Committee by City Council at its meeting held 1990 March 27 with the direction that appropriate public hearings be held as a City initiative in order to implement a required zoning by-law change.

I am also forwarding herewith for your information and attention a copy of a report of the Parking Authority dealing with capital expansion plans in the central business district which was endorsed by the Finance and Administration Committee at its meeting held 1990 March 22.

Jack Thompson

JT/bc
att.

c.c. Alderman B. Hinkley, Chairman, Finance and Administration Committee
Alderman J. Smith, Chairman, Planning and Development Committee
Mr. L. Sage, Chief Administrative Officer
Mr. P. Baker, General Manager, Parking Authority
Mr. A. Georgieff, Director of Local Planning
Mr. L. C. King, Building Commissioner
Mr. E. C. Matthews, Treasurer

The Central Area Plan

- The original Central Area Plan was adopted by Council in 1981 and provides a framework for public and private decision making.
- A Central Area Secondary Plan was adopted by Council in October 1988 as part of the Official Plan. Copies are available from the Planning and Development Department.
- The Central Area Secondary Plan is a vision of the future. It covers the area from the Bay to the Escarpment between Queen St. and Victoria Ave..
- The philosophy of the Plan is to reinforce the Central Area as a strong centre for the Region. The Central Area should grow by the public and private sectors working together to ensure attractive, well-planned high quality environment. The Central Area Secondary Plan contains policies on land use, movement, the environment, energy, heritage conservation, compatibility of uses, urban design and implementation.

Who is capic

Rev. Charles Forsyth (Chairman), First Place
Russell Elman (Vice-Chairman), Durand Neighbourhood Association Inc.
Alderman **William McCulloch**, City of Hamilton
Diane H. Brown, Chamber of Commerce
Dr. John Eyles, McMaster University
Mark Boyak, Hamilton Real Estate Board
Bruce Charlton (Past Chairman)
Ozzie Ferguson, United Senior Citizens of Ontario
Arthur Lomax, Hamilton Automobile Club
Gabriel Etele, Downtown Business Improvement Area
Anne Stewart, Hamilton Board of Education
Kay Nolan, Hamilton-Wentworth Roman Catholic Separate School Board
Bruce Rankin, Hamilton Society of Architects
Gillian Simmons, North End Neighbourhoods
Gloria DeSantis, Social Planning and Research Council
Marvin Wasserman, King East Business Association
Andrew McKenzie, Hamilton District Labour Council
Helen Nemeth, Beasley Neighbourhood
Francois Roesch, Corktown - Stinson Neighbourhoods

Co-ordinator - **David Godley** (546-4229)
Planning and Development
Department, City Hall

Secretary - **John Ames** (546-4280)
Planning and Development
Department, City Hall

Other Municipal Staff attend as necessary.
Meetings are open to the public and are usually held at 9:00 a.m. on the third Friday of the month.

Prepared by
The Planning and Development Department, Region of Hamilton-Wentworth
March 1990

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Prepared by
The Planning and Development Department, Region of Hamilton-Wentworth
March 1990

Inspection Copy

capic

CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

capic, an Umbrella Committee

- Is an advisory committee to the Planning and Development Committee on the implementation of the City of Hamilton Central Area Plan.
- Ensures appropriate actions are taken to implement the Central Area Plan.
- Co-ordinates initiatives in the Central Area.
- Provides a planning perspective based on a blend of grassroots' understanding and technical expertise.
- Has taken a proactive role in the development of the Central Area through such actions as the establishment of the Urban Design Committee, initiating a Central Business District Study, and reviewing major proposals affecting the Central Area (e.g. the GO Train Extension Program).

capic believes:

- An attractive downtown will make it a desirable place to work and live.
- The resident population should be increased to promote a sense of community.
- Mixed use development should be encouraged.
- Through vehicular traffic should be reduced.
- Building design should be to a human scale.
- Economic vitality and growth is essential and must be ensured in any official policy.

The Central Area Plan

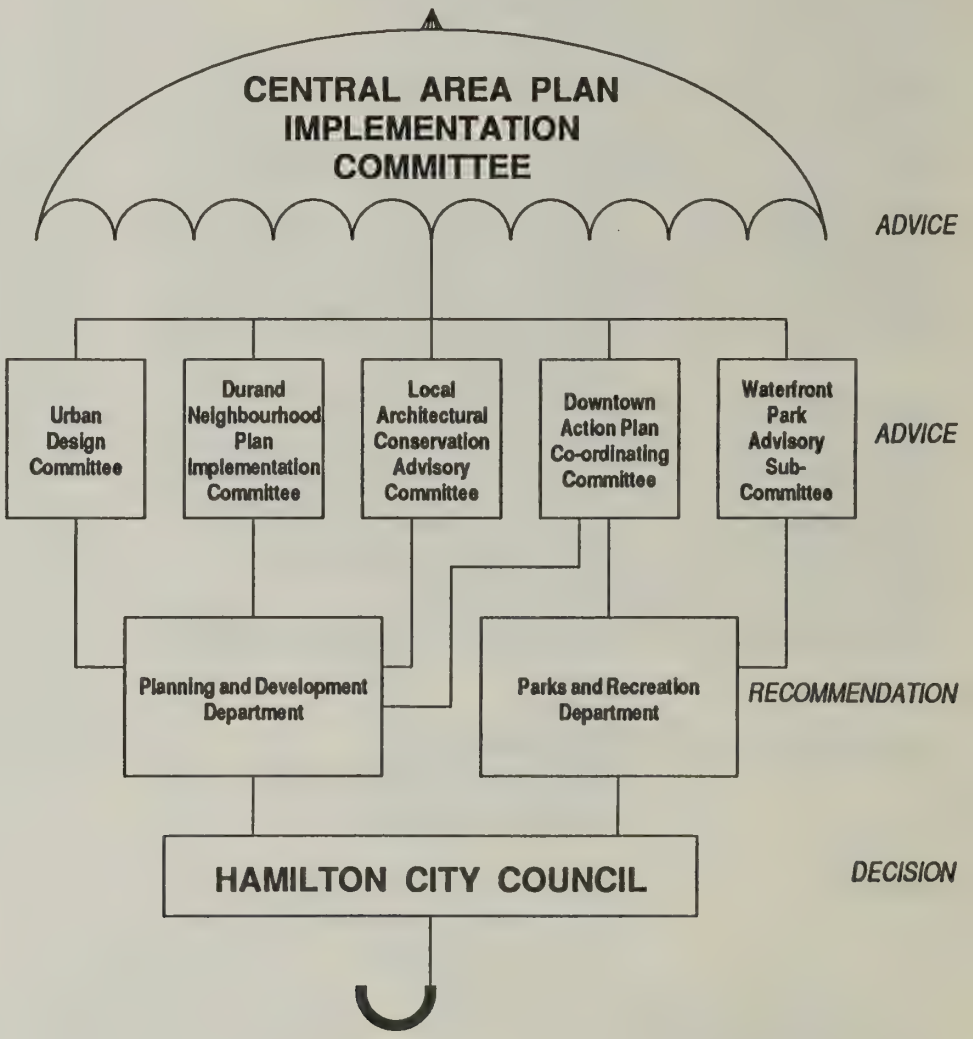
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capic LINKS



Health Priorities Analysis Unit

25 Main Street West, 2nd Floor
P.O. Box 897
Hamilton, Ontario L8N 3P6
Tel.: (416) 572-7970

April 2, 1990

David Godley
CAPIC
c/o City Hall, 7th Floor
Hamilton, ON

Dear Mr. Godley:

We are delighted that you accepted our invitation to participate in the "Forum on Developing and Sustaining a Healthy Community" (see attached flyer). The Forum is being held in response to the increasing awareness of the concept of healthy communities in Hamilton-Wentworth.

Your involvement in the Forum is scheduled to be in the Community Coalition Poster Session from 2:30 to 3:30 pm. Please see attached outline of Forum proceedings.

Please find enclosed a Participant's Biography form which we ask you to complete and return to us as soon as possible.

Thank you for your interest in participating in the Forum on Developing and Sustaining a Healthy Community. If you have any questions, please feel free to contact me at 521-4807 or Brenda Poland, Administrative Assistant to the Forum, at 572-7970.

Yours truly,

Brenda Poland

for

Larry W. Chambers PhD
Chairman, Secretariat to the Forum
and
Director, Health Priorities Analysis Unit

cc: Brenda Poland

Encl.

A project supported by the
Educational Centre for Aging and Health,
Faculty of Health Sciences,
McMaster University

FOR INFORMATION:

1. The Honourable David Crombie PC, Commissioner of the Royal Commission on the Future of the Toronto Waterfront, will be in Burlington at The Venture Inn on April 23, 11:00 a.m., to discuss future lakefront planning.

2. An OMB hearing concerning the Harbour has been scheduled for May 22-25, 10:30 a.m., at City Hall. This hearing may be canceled if the issues are resolved prior to that date.

3. There is a Public Meeting on the Perimeter Road scheduled for May 28, 7:00 p.m., at City Hall. Any enquiries should be directed to Reg Meiers, 546-4297 or Ted Gill, 546-4339.

4. Parking Study - On April 4th the Planning & Development Committee voted in favour of the following:

a) To hold a Public Meeting on the Parking Authority's proposal regarding Cash-in-Lieu policies.

b) To hold a Public Meeting on the recommended priorities given by the study for Parking Structures in the Central Area.

O.I.D.C SPRING MEETING

April 18-19

Royal Connaught Hotel
Hamilton

April 18 - Wednesday

4:00 - 5:30	OIDC Business Meeting
5:30 - 6:30	Early Bird reception - Mezzanine Level
6:30 - 7:00	Board buses to Flamboro Downs (Harness Racing)
10:30	Bus returns to Royal Connaught Hotel

April 19 - Thursday

8:00 - 9:00	Registration - Continental Breakfast	
9:00 - 9:15	Welcoming remarks - Councillor Don Ross Chairman Economic Development & Planning Committee, Program Overview - Saad Ghanem, Director of Economic Development Department	
9:15 - 10:15	Regional Perspectives	
	Zoning/urban development	David Godley - Manager, Neighbourhood Planning
	Infrastructure development	Ted Gill - Commissioner of Engineering
	Business Development	Scott Galbraith - Manager, Business Development
	Tourism	Joe Fardell - Manager, Tourism & Convention Services
10:15 - 10:30	Coffee Break	
10:30 - 11:30	Private Sector Perspective	
	Commercial Office Development	David House - President, Telesis Inc.
	Land Assembly	Bruce Law - Vice Pres., Chamber & Company
	Retail Development	Morrow Pombianchi - Manager, Cadillac Fairview Corp.
11:30 - 12:00	Business/Commerce	
	Business/Association	Lee Kirkby - Executive Director, Hamilton & District Chamber of Commerce
	Hospitality Industry	Matt Costanza - Director of Sales & Marketing, Royal Connaught Hotel
12:00 - 12:30	Attitude Adjustment	

12:30 - 1:30	Lunch	
1:30 - 2:00	Luncheon Address	Reg Whynott- Chairman of Hamilton-Wentworth Region
	GO TRANSIT	
2:15 - 3:15	Financial Perspectives	
	Banking	John Michaluk - Manager, Regional Corporate Banking Centre
	Insurance	Steve McCorquodale - Vice-President, Operations
	Associations	Monique Vezena - Manager, Young Drivers of Canada
3:15	Tour of Downtown Area	
	Jackson Square Tourism Office Copps Coliseum	

Downtown GO train 'affirmed' by province

By JIM POLING
The Spectator

HAMILTON IS GO-ing in the right direction but downtown rail transit is still at least three years away, say provincial officials.

Highlights of a $5 billion transit package announced yesterday included the province's reaffirmation of moving GO Train service to the TH&B station on Hunter Street, near James Street South.

"There's nothing new for Hamilton, but we're re-stating we want to get on with the changes," said GO Transit spokesman Tom Smith. "The environmental assessment data was submitted late last year. Until we hear back from the environment ministry, we don't know what our timetable is."

An environmental assessment measures the impact a project has on the environment and communities.

Mr. Smith said GO Transit has started some pre-design work on the TH&B station, work that would plan for its conversion to a combination GO train and bus station.

Last June, the province announced it would expand GO train service to Hamilton. The project, estimated to cost $35 million, was part of $400 million in funding for GO Transit expansion.

Mr. Smith, said it's possible Hamilton commuters could be using the station by 1993.

"That's a guess at this point," he said. "It depends what happens with the environmental assessment and on completion of design and planning phases."

There are now three morning GO trains which leave the CN station at James and Murray streets. Three afternoon trains return from Toronto. The service is operated Monday to Friday only.

The province is scheduled to begin work on a new $5 million station at Waterdown Road this fall. Train service there would run three times a day.

All-day service is estimated for the Fairview Station in Burlington in 1992, Mr. Smith said.

GO Transit is also moving towards all-day, two-way service on the Milton and Georgetown lines.

The Hamilton Spectator 7 April 1990



East meets West with the completion of the Transcontinental Mall, Promontory, Utah, 1999.

Ontario Business Improvement Area Association

SHARE THE VISION

OF

TOMORROW'S COMMERCIAL NEIGHBOURHOOD

PROGRAM

SUNDAY, APRIL 29

10:00 a.m. - 1:00 p.m.	-Board of Director's Meeting/Strategic Committee's Meeting.
1:00 p.m. - 5:00 p.m.	-Registration Desk Open
1:00 p.m. - 3:00 p.m.	-Symposium on Outdoor Advertising (sponsored by Media Com and Flags Unlimited)
3:00 p.m. - 5:00 p.m.	-Hamilton Walking Tour (sponsored by the City of Hamilton & Hamilton Host Committee)
7:00 p.m.	-Evening at Yuk Yuk's

MONDAY, APRIL 30

7:00 a.m. - 4:00 p.m.	-Registration Desk Open
7:00 a.m. - 7:30 a.m.	-Morning Exercise (optional)
8:00 a.m. - 10:00 a.m.	-Opening Breakfast Speaker, Carl Hibert, 'Gift of Wings'
10:00 a.m. - 10:15 a.m.	-Coffee Break
10:15 a.m. - 11:45 a.m.	-COMPETITORS AND COMPADRES A comparative look at the organizational and marketing strategies of malls and B.I.A.s.
11:45 a.m. - 12:00 p.m.	-Cash Bar
12:00 p.m. - 1:30 p.m.	-EXHIBITOR'S LUNCH Take advantage of this opportunity to meet with the Exhibitors and find out how their products and services can benefit your B.I.A.
1:30 p.m. - 3:00 p.m.	-CONCURRENT SESSIONS A) Does Money Grow On Trees? Find out what grant programs are available to assist B.I.A.'s with their operations.

B) Opportunity Knocks!
How individual retail and non-retail businesses can contribute to a B.I.A.'s marketing plan.

3:00 p.m. - 3:15 p.m.	*-Coffee Break*
3:15 p.m. - 4:45 p.m.	*-Share the Vision/Annual General Meeting O.B.I.A.A.'s membership unveils the Association's direction for the 1990's.*
8:00 p.m.	*-"Greek Night" at "It's All Greek To Me" Restaurant*

TUESDAY, MAY 01

6:30 a.m. - 7:00 a.m.	*-Morning Exercise (optional)*
7:00 a.m. - 4:00 p.m.	*-Registration Desk Open*
7:30 a.m. - 8:30 a.m.	*-Exhibitor's Breakfast*
8:45 a.m. - 10:15 a.m.	*-Developing Community Partnerships*
10:15 a.m. - 10:30 a.m.	*-Coffee Break*
10:30 a.m. - 12:00 noon	*-CONCURRENT SESSIONS* *A) Balancing The Books* *A look at standard accounting procedures and computer software for B.I.A.'s.* *B) Measuring Up* *What are the yardsticks B.I.A.'s can use to measure their performance and effectiveness in the community.*
12:00 noon - 12:15 p.m.	*-Cash Bar*
12:15 p.m. - 2:15 p.m.	*-O.B.I.A.A. Awards Luncheon*
2:15 p.m. - 4:00 p.m.	*-Mobile Workshops (sponsored by the Regional Economic Development Department)*
4:15 p.m. - 5:45 p.m.	*-CONCURRENT SESSIONS* *A) Tools for Business Recruitment* *What are the specific tools a B.I.A. can use to identify gaps and recruit business to their downtown.*

	B) Visioning for Tomorrow ***Learn what tips can help you facilitate a visioning session in your Community.***
6:00 p.m. - 7:00 p.m.	***-Open Bar (sponsored by the City of Hamilton Host Committee)***
7:00 p.m.	***-President's Dinner and Dance***

WEDNESDAY, MAY 02

7:00 a.m. - 7:30 a.m.	***-Morning Exercise (optional)***
7:00 a.m. - 4:00 p.m.	***-Registration Desk Open***
8:00 a.m. - 9:30 a.m.	***-Breakfast Speaker, Dennis Strong, Executive Director of the Ontario Society for Training and Development***
9:45 a.m. - 10:00 a.m.	***-Coffee Break***
10:00 a.m. - 11:30 a.m.	***-CONCURRENT SESSIONS*** ***A) Conflict Resolution*** ***Brush up on your community problem solving skills.*** ***B) Parking Marketing and Management*** ***Creative Concepts in solving downtown parking dilemas.***
11:30 a.m. - 12:00 noon	***-Cash Bar***
12:00 p.m. - 1:30 p.m.	***-1991 Host Committee Lunch and Silent Auction***
1:30 p.m. - 3:00 p.m.	***-CONCURRENT SESSIONS*** ***A) City Plan '91*** ***A discussion on the future of Toronto*** ***B) Film at Eleven*** ***An analysis of media interviewing techniques with mock television and radio interviews.***
3:00 p.m. - 3:15 p.m.	***-Coffee Break***
3:15 p.m. - 4:45 p.m.	***-CONCURRENT SESSIONS*** ***A) Bordertowns and Sunday Shopping*** ***How Well Are They Competing?***

B) Housing on Main Street
A look at innovative housing opportunities in core areas.

6:00 p.m. *-EVENING AT FLAMBOROUGH DOWNS RACEWAY*
Hamilton Special Events Bus and Downtown Guelph Special Events bus (compliments of Downtown Guelph) will transport the guests.

THURSDAY, MAY 03

9:00 a.m. - 4:00 p.m. *-Golf Day (weather permitting)*

9:00 a.m. - 3:00 p.m. *-Tour of Andres Wines and lunch at Prudhommes Landing (transportation provided by City of Hamilton/Economic Development, lunch to be the responsibility of the delegate.*



Plans for the Forum on

Developing and Sustaining a Healthy Community

In May 1989, a one-day workshop entitled "Health for Hamilton by the Year 2000" was held at McMaster University. Approximately 100 people attended the workshop which was organized by the Students International Health Committee and the District Health Council.

In many ways, the May 1990 Forum is a follow-up to last year's event. The Population Health Group, consisting of 38 people from various health care backgrounds, as well as the Faculty of Health Sciences, McMaster University, has felt there has been an increasing awareness in Hamilton-Wentworth of the concepts of sustainable development and healthy communities. They have decided to explore these concepts further in the format of a forum.

The objectives of this Forum are as follows:

- explore the relationship between sustainable development and healthy communities
- review present Hamilton-Wentworth community and university actions to promote sustainable development and healthy communities
- help increase awareness of overlapping objectives of current community coalitions
- develop approaches for future action and cooperation

This "healthy community" Forum will be held on Wednesday, May 2, 1990 from 1:30 p.m. to 9:00 p.m. at the Royal Botanical Gardens Centre, 680 Plains Road West, Burlington.

The Forum will commence with a talk by Dr. Fraser Mustard, entitled, "Prosperity, Quality of Life and Health." Next on the agenda, there will be a Community Coalition Poster Session which will describe present community actions in regards to healthy communities. The delegates will then form discussion groups of 10 to discuss issues arising from Dr. Mustard's presentation and activities of the groups participating in the poster session. After dinner, the workshops will briefly present their conclusions to the whole gathering. Four members of a panel will comment on the reports and conclude the day's activities with a 5-10 minute comment on healthy communities and sustainable development from their perspective. The panel discussion will represent the viewpoint of regional government, environmental concerns, social services and education.

While the Forum was initiated by the Population Health group, its success is very dependent on community participation. In light of the objective to review present actions promoting sustainable development and healthy communities, a "Community Coalition Poster Session" is being incorporated into the day's agenda. In Hamilton-Wentworth, there

are committees, councils and task forces which have brought people together from various backgrounds to tackle issues corresponding to the concepts of sustainable development and healthy communities. The areas of interest being examined by these groups includes issues such as affordable housing, nutrition, drug and alcohol addiction, water quality.

Considering that many of the groups participating in the Poster Session do not have elaborate display materials, the format will be quite simple. Each group will present on one sheet of paper on a flip chart, their title, two to three objectives, and a few highlights of their work (to be prepared beforehand). At least one representative per group will be asked to be on hand to discuss their group's involvement in the healthy community concept. (The registration fee will be waived for this individual.) It is the serious expectation of the Forum organizers that all participants of each session plan to attend and be involved in the entire Forum.

While some groups may have print material to hand out, others will not. There will be one table, centrally located, for additional hand-outs from all the groups.

The 200 delegates will receive a list of names and addresses of the 15-20 participating "coalitions" (and their members) as part of their information package. In the space of approximately one hour in the afternoon, the delegates will be able to visit within the Display Area at RBG to explore the groups of their choice.



OPEN FORUM ON

DEVELOPING AND SUSTAINING A HEALTHY COMMUNITY

Wednesday May 2, 1990
1:30 - 9:00 p.m.
Royal Botanical Gardens
680 Plains Road West

Since the May, 1989 "Health for Hamilton by the Year 2000" Day, Hamilton-Wentworth has followed this lead by promoting sustainable development and healthy communities. This ***Forum*** will:

- explore the relationship between sustainable development and healthy communities
- review present Hamilton-Wentworth community and university actions to promote sustainable development and healthy communities
- help increase awareness of overlapping objectives of current community coalitions
- develop approaches for future action and cooperation

Highlights

● **Plenary Session** *"Prosperity, Quality of Life and Health"*

Dr. Fraser Mustard
President, Canadian Institute for Advanced Research and Professor Emeritus,
Faculty of Health Sciences, McMaster University

● **Community Coalition Poster Session**

- Industry-Education Council
- Central Area Plan Implementation Committee (CAPIC)
- Hamilton-Wentworth Drug and Alcohol Awareness Committee
- Environmental Advisory Committee
- Working Group on Co-ordination of Services for the Elderly in Hamilton-Wentworth
- Sustainable Development Task Force
- ... *and Others*
- Hamilton Harbour Remedial Action Plan (RAP)
- AIDS Task Force
- Inter-Agency Council on Smoking
- Community Street Youth Task Force
- Skills Training Advisory Committee (STAC)
- The Prevention Network
- Hamilton-Wentworth Nutrition Committee
- Social Planning and Research Council
- District Health Council

● **Small Group Workshops on Forum Objectives**

● **Group Reports and Panel Discussion**

With participants representing the interests of:

- Universities
- Environment
- Business Development
- Regional Government

Space is limited to 200 persons. Pre-registration only, prior to April 23, 1990. The fee is $15.00 with a buffet dinner, or $5.00 for registration only. Please make your cheque or money order payable to McMaster University and mail it together with the registration form below to:

Health Priorities Analysis Unit, McMaster University, 25 Main Street W., 2nd Floor, Hamilton, ON L8N 3P6 (572-7970).



REGISTRATION FORM
(Deadline April 23, 1990)

Please use a separate form for each registration (photocopies acceptable)

Name: Given Name Surname

Title:

Agency:

Address:

City: Province Postal Code

Telephone:

☐ $15.00 Enclosed for Registration and Dinner.
☐ $ 5.00 Enclosed for Registration Only.

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The City of Toronto
Arthur C. Eggleton
Mayor

NOTES FOR MAYOR'S REMARKS

"CHALLENGES FOR THE 90'S"

SPEECH GIVEN TO THE

YONGE-BLOOR-BAY ASSOCIATION
BLOOR-YORKVILLE B.I.A.

FOUR SEASONS HOTEL

TUESDAY, MARCH 27, 1990

CHECK AGAINST DELIVERY

The City of Toronto
Arthur C. Eggleton
Mayor

LADIES AND GENTLEMEN,

I'M PLEASED TO SPEAK TO THE YONGE BAY BLOOR BUSINESS ASSOCIATION AND THE BLOOR-YORKVILLE B.I.A. TODAY. THESE DIALOGUES ARE IMPORTANT OPPORTUNITIES FOR ME AS MAYOR. TO LEARN WHAT YOUR CONCERNS AND IDEAS ARE. AND TO SHARE MINE WITH YOU. OF COURSE, WE DON'T ALWAYS SEE EYE-TO-EYE. I CAN THINK OF LITTLE EPISODE OVER ONE-WAY STREETS ABOUT TWO YEARS AGO. BUT THAT'S REALLY THE STRENGTH OF OUR CITY; THAT WE CAN DISAGREE - EVEN VEHEMENTLY - OVER SOME ISSUES, AND WORK TOGETHER TIRELESSLY, WITHOUT ANY RANCOUR, ON OTHERS. THAT'S AN OPEN, PARTICIPATORY, HEALTHY PROCESS - EVEN IF THE MAYOR HAS TO LOSE ONCE IN A WHILE!

WELL, YOU CAN RELAX. I'M NOT GOING TO WAVE ANY ONE-WAY RED FLAGS TODAY. INSTEAD, I HOPE TO ENGAGE YOUR ATTENTION AND YOUR ENERGIES WITH A BROADER SKETCH OF WHERE I SEE THIS CITY GOING IN THE YEARS AHEAD. WHAT THE CHALLENGES WILL BE AND, PARTICULARLY, WHAT MY OWN PRIORITIES AS MAYOR ARE AND WILL CONTINUE TO BE.

NOW, I REALIZE THAT A LARGE AND COMPLEX METROPOLIS LIKE TORONTO IS FACED WITH MANY ISSUES AND CHALLENGES. BUT, AS THE PROVERB GOES, "TO GOVERN IS TO CHOOSE". AND THAT'S AS GOOD A DESCRIPTION AS I'VE EVER HEARD OF MY OCCUPATION.

I HAVE CHOSEN TOO. WHAT I BELIEVE ARE PRIORITIES FOR OUR CITY. THAT PEOPLE, SUCH AS YOU LADIES AND GENTLEMEN, SPEAK TO ME ABOUT EVERY DAY. ISSUES THAT I AM COMMITTED TO WORKING ON ... AND THAT I HAVE BEEN WORKING ON.

AT THE TOP OF MY PRIORITIES, AS WELL IT SHOULD BE, IS THE PERSISTENCE OF POVERTY - PARTICULARLY HUNGER AND HOMELESSNESS - IN OUR COMMUNITY. TORONTO IS AN AFFLUENT CITY. WE HAVE EXPERIENCED A BETTER PART OF A DECADE OF PROSPERITY AND GROWTH. YET THE DESPAIR OF THOSE WHO HAVEN'T SHARED IN THIS PROSPERITY IS ALL TOO EVIDENT.

MOST EVIDENT OF ALL IS THE TRAGEDY OF HOMELESSNESS. IN TIMES OF RECESSION, HOMELESSNESS CAN BE MORE EASILY EXPLAINED. BUT IN THE MIDST OF A DECADE OF PROSPERITY, THE HOMELESS HAVE NOT DISAPPEARED. THANKS TO OUR SOCIETY'S SAFETY NETS, THE PROBLEM HERE DOESN'T

BEGIN TO MATCH THE PROPORTIONS OF OTHER CITIES IN THE WORLD.

BUT WE CAN'T AFFORD TO SIT IDLY IN THE FACE OF SUCH SUFFERING. AND WE HAVEN'T BEEN. IN FACT, WE IN THE CITY ARE SEEKING TO ENGAGE THIS PROBLEM IN INNOVATIVE, HUMAN WAYS. TOMORROW, I WILL HAVE THE HONOUR OF PARTICIPATING IN THE OPENING OF JUST SUCH A PROJECT: "STREET CITY", AN UNPRECEDENTED TRANSITIONAL SHELTER. MORE IMPORTANT, ONE WHICH INVOLVES STREET PEOPLE THEMSELVES DIRECTLY IN THE SOLUTION. STREET CITY IS A NON PROFIT DEVELOPMENT OF 72 INDIVIDUAL UNITS IN AN UNUSED WAREHOUSE OWNED BY THE CITY - FOR SOME OF THE HARDEST TO HOUSE MEN AND WOMEN LIVING ON THE STREETS. MEN AND WOMEN REJECTED BY SHELTERS.

THEY WILL WORK SIDE BY SIDE WITH MASTER CARPENTERS, LEARNING NEW SKILLS IN THE PROCESS. THESE UNITS WILL PROVIDE STABILITY FOR THE RESIDENTS WHILE THEY MAKE NECESSARY CHANGES IN OTHER ASPECTS OF THEIR LIVES. AS STREET CITY PROVES SUCCESSFUL, IT WILL BE A MODEL FOR OTHER INITIATIVES TO EMPOWER PEOPLE TO HELP SOLVE THEIR OWN PROBLEM OF HOMELESSNESS. FOR HOMELESSNESS ISN'T A CONVENTIONAL PROBLEM. AND NEITHER CAN THE SOLUTIONS BE.

IF THE HOMELESS ARE THE MOST VISIBLE EXAMPLE OF SUFFERING IN OUR COMMUNITY, THE THOUSANDS WHO ARE HUNGRY MIGHT PERHAPS BE CALLED THE "INVISIBLE" SUFFERING. YET THEIR VERY NUMBERS, AND THE DESPERATENESS OF THEIR SITUATION, CALL OUT FOR ATTENTION AND ACTION. SOME 40,000 PEOPLE A MONTH IN OUR CITY RELY ON FOOD BANKS. EVEN MORE TROUBLING, 40% ARE CHILDREN. AND THE FOOD BANKS SET UP IN THE EARLY 80s AS EMERGENCY BAND-AIDS TO TIDE PEOPLE OVER DURING THE RECESSION HAVE BECOME DEPRESSINGLY PERMANENT INSTITUTIONS.

BUT THE ROOTS OF THE RELIANCE ON FOOD BANKS GO DEEPER THAN THE IMMEDIATE NEED FOR FOOD. ONE SIMPLE REASON THAT PEOPLE TURN TO FOOD BANKS IS THE HIGH COST OF HOUSING IN OUR CITY. SOME OF THE FAMILIES RELYING ON FOOD BANKS SPEND MORE THAN 65% OF THEIR INCOME ON HOUSING. AS A RESULT, THEY MUST TURN TO FOOD BANKS TO HELP FILL THE GAP.

SO WHAT MORE CAN WE DO ABOUT IT? WELL, OF COURSE WE NEED TO CREATE MORE AFFORDABLE HOUSING. AND AGAIN, WE ARE WORKING FURIOUSLY TO DO JUST THAT. THE ATARATIRI PROJECT IS A CASE IN POINT. WHEN IT IS COMPLETE, IT WILL PROVIDE HOUSING FOR SOME 12,000 IN A NEW COMMUNITY ADJACENT TO THE SUCCESSFUL ST. LAWRENCE

NEIGHBOURHOOD. WE'RE ALSO SEEKING ALTERNATE, OFF-SITE HOUSING FROM DEVELOPERS IN EXCHANGE FOR COMMERCIAL DEVELOPMENT RIGHTS.

BUT AFFORDABLE HOUSING IS JUST ONE PIECE OF THE SOLUTION. THE PROVINCIAL GOVERNMENT HAS TO STEP UP THE SOCIAL ASSISTANCE REFORM IT BEGAN LAST YEAR. TO HELP PEOPLE NOW ON WELFARE TO MAKE THE TRANSITION TO SELF-SUFFICIENCY. THE TRANSITIONS REPORT BY THE SOCIAL ASSISTANCE COMMITTEE, OR SARC, AS IT'S CALLED FOR SHORT, LAID OUT A BLUEPRINT FOR THAT REFORM. ONE THAT WAS SUPPORTED BY A BROAD CROSS-SECTION OF EVERYONE FROM THE LABOUR MOVEMENT TO CONRAD BLACK. IT'S TIME FOR THE PROVINCE TO COMPLETE THAT TASK.

I AM COMMITTED TO DOING MY UTMOST TO ENSURE THAT THOSE FOOD BANKS WILL BE OUT OF BUSINESS, AS THEY THEMSELVES WANT TO BE, IN THE FORESEEABLE FUTURE. AND TO FINDING WORKABLE, HUMAN SOLUTIONS TO THE PROBLEM OF HOMELESSNESS.

BUT, LADIES AND GENTLEMEN, IF WE'RE SERIOUS ABOUT ADDRESSING THE ISSUE OF SOCIAL EQUITY, THE LAST THING WE SHOULD BE THINKING ABOUT IS SHUTTING OFF THE PROSPERITY THAT WOULD FUEL THOSE SOLUTIONS. YET, ASTONISHINGLY, THAT IS EXACTLY WHAT SOME PEOPLE ARE

ADVISING. THEY CLAIM THERE'S TOO MUCH ATTENTION PAID TO GENERATING THAT PROSPERITY. THAT WE SHOULDN'T WASTE OUR TIME ON PROJECTS LIKE THE OLYMPICS. OR ALLOW ANY FURTHER DEVELOPMENT. RATHER WE SHOULD FOCUS EXCLUSIVELY ON THE PROBLEMS BEFORE US.

I SAY WE CAN'T AFFORD THAT LUXURY. THE ALTERNATIVE TO A SLOWED-DOWN ECONOMY ISN'T LESS SUFFERING ... BUT MORE. I SAY THE CHALLENGE ISN'T TO SHUT DOWN OUR PROSPERITY. BUT TO CONTROL AND CHANNEL IT. TO REDISTRIBUTE IT. TO PUT IT TO WORK. TO IMPROVE THE QUALITY OF LIFE FOR NOT JUST SOME, BUT FOR ALL OUR PEOPLE.

THAT MEANS THAT THREATS TO OUR PROSPERITY MUST BE DEALT WITH DECISIVELY. AND ONE OF THE MOST INSIDIOUS AND DAMAGING OF THOSE THREATS IS THE TRAFFIC CONGESTION WHICH IS INCREASINGLY TYING OUR CITY IN KNOTS.

WE GENERALLY FOCUS ON THE CONSIDERABLE INCONVENIENCE AND FRUSTRATION CAUSED BY CONGESTION. BUT THE FACT IS THAT TRAFFIC CONGESTION ALSO YIELDS A HIGH FINANCIAL COST. THE BOARD OF TRADE ESTIMATES THAT 1.9 BILLION DOLLARS A YEAR - SOME 30% OF COMMERCIAL TRANSPORTATION COSTS IN THE TORONTO AREA - ARE WASTED DUE TO TRAFFIC

CONGESTION. AND THAT BILL IS JUST TOO HIGH TO KEEP ON PAYING.

IT'S OFTEN SAID THAT TRAFFIC IS LIKE THE WEATHER. EVERYBODY TALKS ABOUT IT. HOWEVER, I, ALONG WITH SEVERAL OF MY COLLEAGUES AT CITY HALL, AM TRYING TO DO SOMETHING ABOUT IT.

LAST FALL, AS A FIRST STEP TO ACTION, I CONVENED A SPECIAL ONE-DAY MAYOR'S FORUM ON TRAFFIC AND TRANSIT AT CITY HALL, INVITING EVERYONE FROM GROUPS LIKE YOURS, TO THE TTC, CYCLING ADVOCATES, COMMUTERS, SOME OF THE CITY'S LARGEST EMPLOYERS, COURIERS, TRUCKING LOBBYISTS AND THE GENERAL PUBLIC. FROM THAT VERY DIVERSE GROUP OF MORE THAN 200 DEVELOPED A BROAD CONSENSUS ABOUT HOW WE SHOULD BE TACKLING OUR TRAFFIC PROBLEMS.

THAT CONSENSUS WAS THAT IF WE REALLY WANT PEOPLE TO USE TRANSIT AS AN ALTERNATIVE TO THE CAR, WE SHOULD INVEST IN UPGRADING TRANSIT SERVICE, NOT JUST PENALIZE CAR OWNERS AND DRIVERS. THAT, RATHER THAN FOLLOWING MEGA PROJECTS LIKE NEW ROADS OR EXPRESSWAYS, WE SHOULD LOOK TO EFFECTIVELY MANAGING OUR EXISTING ROADS. AND THAT IT'S HIGH TIME TO CRACK DOWN HARD ON ALL THE ILLEGAL PARKING AND DAYTIME

CONSTRUCTION AND REPAIRS THAT TURN OUR ROADS INTO OBSTACLE COURSES OR PARKING LOTS.

SHORTLY AFTER THE FORUM, COUNCILLOR HOWARD LEVINE AND I PUT FORWARD A PROPOSAL REGARDING BAY STREET THAT REFLECTED THOSE PRINCIPLES. THE BAY STREET URBAN CLEARWAY, WHICH IS CURRENTLY BEFORE THE CITY SERVICES COMMITTEE, WILL TURN BAY, FROM FRONT TO JUST NORTH OF BLOOR, INTO A HEAVILY-ENFORCED NO-PARKING, NO-STOPPING BOULEVARD FROM 7 IN THE MORNING TO 7 AT NIGHT. THE CURB LANES WILL BE DESIGNATED FOR TTC VEHICLES, TAXIS AND EMERGENCY VEHICLES ONLY. AND THE TTC TROLLEY-BUSES WILL BE GIVEN PRIORITY AT SIGNALS, MAXIMIZING THE NUMBER OF BUSES - AND PEOPLE - THAT MOVE UP AND DOWN BAY, AND PROVIDING RELIEF FROM CROWDING ON THE YONGE STREET SUBWAY LINE. THE BAY STREET URBAN CLEARWAY, IF ALL GOES WELL, SHOULD BE IN PLACE BY THE SUMMER.

THE FORUM ALSO LED TO A PROPOSAL, BY OUR PUBLIC WORKS DEPARTMENT, TO CRACK DOWN ON WORKDAY ROAD CONSTRUCTION AND UTILITY REPAIRS IN THE CORE. THIS PROPOSAL WILL BE BEFORE COUNCIL SHORTLY. WE'RE ALSO CURRENTLY LOOKING AT WAYS OF RETROFITTING OLDER BUILDINGS WITH OFF-STREET LOADING, TO KEEP TRUCKS AND OTHER DELIVERY VEHICLES FROM BLOCKING OUR TRAFFIC.

AND I'M HAPPY TO INFORM YOU THAT IN A FEW WEEKS, I WILL BE COMING FORWARD WITH A MORE AMBITIOUS AND WIDE-RANGING PROPOSAL FOR MANAGING TRAFFIC IN THE DOWNTOWN.

BUT THE BOTTOM LINE IN TRAFFIC IS THAT NOT ONE SINGLE APPROACH WILL SOLVE OUR PROBLEM. IT WILL BE A CUMULATIVE EFFECT OF MANY SMALL SOLUTIONS. SOME OF THEM ARE WITHIN THE CITY'S POWERS. OTHERS MUST BE IN PARTNERSHIP WITH, OR UNDER THE INITIATIVE, OF OTHER LEVELS.

A CASE IN POINT IS THE IDEA OF USING THE RAIL LINES THAT CROSS OUR CITY AND REGION FOR COMMUTER SERVICE. WITH A MINIMAL INVESTMENT OF CAPITAL IT COULD DOUBLE OUR TRANSIT. WHAT'S MORE, THESE COMMUTER LINES COULD LINK UP WITH EXISTING SUBWAY STATIONS, CREATING A FULL, COMPREHENSIVE, INTEGRATED SERVICE AS EXISTS IN MANY LARGE EUROPEAN CITIES. I'VE DISCUSSED THIS IDEA WITH THE PROVINCE, THE TTC, GO AND THE OTHER AGENCIES POTENTIALLY CONCERNED. I INTEND TO TURN UP THE PRESSURE AND KEEP THIS IDEA ON THE RAILS.

AND THAT'S REALLY WHAT THE VEXING TRAFFIC ISSUE REQUIRES ... PRESSURE AND PERSISTENCE. THE SOLUTIONS ARE THERE FOR US TO PUT IN PLACE. IN FACT, MANY OF

THEM, LIKE THE RAIL CORRIDORS, ARE RIGHT UNDER OUR NOSES. WHAT'S ESSENTIAL IS THE WILL AND COMMITMENT TO MOVE ON THEM. PARTICULARLY AMONG THE VARIOUS GOVERNMENT LEVELS AND AGENCIES.

PUBLIC WILL AND COMMITMENT ARE ALSO CALLED FOR IN FACING UP TO ANOTHER CHALLENGE CONFRONTING OUR CITY. I'M SPEAKING OF THE GROWING PRESENCE OF ILLICIT DRUGS, PARTICULARLY CRACK/COCAINE, AND THEIR DESTRUCTIVE IMPACT ON OUR COMMUNITY.

I'D LIKE TO READ FROM A LETTER I RECEIVED EARLIER IN THE YEAR FROM A WOMAN WITH TWO SMALL BOYS ABOUT THE DRUG TRADE THAT FLOURISHES IN HER APARTMENT BUILDING:

> "I'M AFRAID TO LET MY BOYS GO OUTSIDE WHETHER TO PLAY OR GO TO THE STORE. EVEN I AM VERY NERVOUS TO VENTURE OUT THE DOOR ... THESE ADDICTS DEAL, SELL AND DO CRACK RIGHT IN THE MAIN HALLWAY OR GO AGAINST OUR DOORS TO HOLD THEMSELVES UP ... THEY LITTER THE HALLS WITH POP TINS FROM THE CRACK, BROKEN BOTTLES OF EVERY KIND ... THEY CARRY WEAPONS ... THIS GOES ON 24 HOURS A DAY, EVERY DAY ... CHRISTMAS DAY, I HAD MY DOOR DECORATED WITH CHRISTMAS WRAP, SOMEONE IN THE MORNING BEFORE DAYLIGHT, URINATED AGAINST IT ... NEW YEAR'S EVE

I HEARD A NOISE, I PEEKED OUT MY DOOR, IT WAS JUST COVERED IN BLOOD ... "

THIS LETTER ALONE - AND THE LIVING HELL IT DESCRIBES - ARE REASON ENOUGH FOR ACTION. AND WE AT CITY HALL HAVE TAKEN ACTION. THROUGH THE MAYOR'S TASK FORCE ON DRUGS, WE'RE INITIATING AND COORDINATING A WIDE VARIETY OF PREVENTION, ENFORCEMENT AND TREATMENT INITIATIVES ACROSS THE CITY.

WE'VE ORGANIZED COMMUNITY AND NEIGHBOURHOOD GROUPS. A COMMUNITY FORUM SPONSORED BY THE TASK FORCE AT CITY HALL LAST FALL BROUGHT TOGETHER HUNDREDS OF COMMUNITY ACTIVISTS TO SHARE IDEAS AND STRATEGIES. AND WE'VE BEEN OFFERING WORKSHOPS AND SUPPORT EVER SINCE. IN FACT, A STOREFRONT DRUG COMMUNITY CENTRE IS BEING SET UP BY THE CITY RIGHT DOWNTOWN ON SHUTER STREET AS A PLACE TO HELP COMMUNITY GROUPS.

WE'RE ALSO INVOLVING YOUNG PEOPLE IN PREVENTION PROGRAMS THROUGH EVENTS LIKE OUR STAY CLEAR ROCK CONCERT LAST SPRING AND OUR REGULAR STAY CLEAR YOUTH COUNCILS AT CITY HALL.

YES, WE'RE TAKING ACTION. OUR EFFORT TO SPEARHEAD AN ENFORCEMENT AND LEGISLATION INITIATIVE UNDER THE

CITY'S SPECIAL COUNSEL ON DRUGS, MORRIS MANNING, WAS A POSITIVE STEP, THAT WENT SOME DISTANCE BEFORE RUNNING INTO JURISDICTIONAL ROADBLOCKS.

BUT I'M STILL AS CONVINCED AS EVER THAT WE'RE NOT REALLY GOING TO MAKE A DENT IN THE ILLICIT DRUG TRADE UNTIL WE GET OUR OWN MULTI-GOVERNMENT ACT TOGETHER. DRUG PUSHERS AREN'T EXACTLY UP FRONT OPERATORS ... THEY USE EVERY TRICK IN THE BOOK TO EVADE OUR LAWS. WE HAVE TO BE EQUALLY INNOVATIVE, EQUALLY ORGANIZED, IF WE WANT TO TAKE THEM ON. IN HIS REPORT, MORRIS MANNING POINTED THE DIRECTION TO THAT INNOVATIVE AND COORDINATED RESPONSE BEFORE METRO'S POSITION FORCED HIM TO RESIGN. NOW WE HAVE TO BUILD ON THAT WORK.

TOMORROW, I WILL BE MEETING WITH THE METRO CHAIRMAN AND OTHER AREA MAYORS TO DISCUSS A JOINT ENFORCEMENT STRATEGY. IT IS MY HOPE THAT WE WILL ARRIVE AT A RESULT THAT CAN BEGIN WHERE MR. MANNING LEFT OFF. NOT TO PROVIDE YET ANOTHER "STUDY" OF THE PROBLEM BUT TO TAKE ACTION. NOW. BECAUSE PEOPLE LIKE THAT WOMAN, WHOSE POIGNANT LETTER I READ FROM, HAVEN'T GOT THE LUXURY OF WAITING FOR MORE STUDIES.

IN THE MEANTIME, THE CITY WILL CONTINUE TAKING INNOVATIVE ACTION OF ITS OWN. AT THE NEXT CITY

EXECUTIVE MEETING, ON BEHALF OF THE TASK FORCE, I'LL BE PRESENTING A PROPOSAL FOR A PILOT PROJECT FOR AT-RISK COMMUNITIES, SUCH AS THE ONE THAT WOMAN LIVES IN, WHICH PROVIDES FOR A COMMUNITY WORKER WITH FIRM SUPPORT AND RESOURCES TO HELP ORGANIZE THE PEOPLE WHO LIVE IN THAT COMMUNITY TO KEEP THE DRUGS OUT. TO HELP BUILD THE ALTERNATIVES TO DRUGS FOR THEIR YOUNG PEOPLE.

WE'RE ALSO KEY SUPPORTERS OF A PROJECT AT THE REFURBISHED BUS STATION TO INTERCEPT VULNERABLE YOUNG PEOPLE ARRIVING IN TORONTO BEFORE THE PIMPS AND PUSHERS DO, AND GIVE THEM A PLACE TO STAY AND A SQUARE MEAL. AND IN A FEW WEEKS, THE TREATMENT AND REHABILITATION SUBCOMMITTEE OF THE TASK FORCE, COMPRISED OF THE MOST OUTSTANDING TREATMENT EXPERTS IN THE CITY, WILL ISSUE A REPORT ADDRESSING THE APPALLING LACK OF TREATMENT IN TORONTO AND RECOMMENDING SPECIFIC ACTION.

WE'VE SEEN TOO MUCH OF THE DESTRUCTION IN U.S. CITIES NOT TO BE CONCERNED ABOUT THE THREAT OF DRUGS HERE. AND I'M COMMITTED TO DOING EVERYTHING I CAN TO STOP THEIR POISONING OF OUR COMMUNITY.

FROM THE POISON OF DRUGS, I'D LIKE TO TURN TO THE POISONING OF OUR ENVIRONMENT - THE LAST OF THE CHALLENGES I WANT TO SHARE WITH YOU TODAY.

IN MANY WAYS IT'S ALSO ONE OF THE MOST URGENT. A LITERALLY UNIVERSAL ISSUE IN WHICH OUR CITY IS SHOWING INTERNATIONAL LEADERSHIP. THIS YEAR, FOR EXAMPLE, CITY COUNCIL COMMITTED ITSELF TO A 20% REDUCTION IN CARBON DIOXIDE EMISSIONS BY THE YEAR 2005. AND IT LAID OUT A NUMBER OF LONG TERM STEPS, INCLUDING MEASURES TO REDUCE AUTOMOBILE EMISSIONS, AN INTERDEPARTMENTAL COORDINATING COMMITTEE TO CLEAN UP OUR OWN HOUSE IN THE CITY, AN ENERGY EFFICIENCY OFFICE, AN ATMOSPHERIC FUND TO FINANCE THOSE MEASURES, AND AN AMBITIOUS TREE-PLANTING PROGRAM WILL ALSO HELP COUNTERACT THE EMISSIONS.

EARLIER IN THE TERM, THE CITY ADOPTED A BY-LAW TO CONTROL THE CHLOROFLUOROCARBONS THAT ARE DEPLETING OUR OZONE. THIS REGULATION, TO GO INTO EFFECT IN 1991, REQUIRES ALL BUSINESSES TO DO MANDATORY RECOVERY AND RECYCLING OF CFC'S. AS WELL, THE CITY IS IMPLEMENTING A PILOT PROJECT TO COLLECT CFC'S FROM ALL DISCARDED REFRIGERATORS, AND WE'VE REWRITTEN SPECIFICATIONS FOR PRIVATE SUPPLIERS TO AVOID CFC'S IN ALL MUNICIPALLY PURCHASED PRODUCTS.

WE'VE STARTED ON THE LONG HARD ROAD TO RECLAIMING THE DON RIVER. A SPECIAL TASK FORCE IS DESIGNING A COMPREHENSIVE LONG-TERM STRATEGY.

THE CITY'S RECYCLING PROGRAM CONTINUES TO LEAD METRO. IN 1989, MORE THAN 20,000 TONS OF MATERIAL WERE COLLECTED FROM THE HOUSEHOLD COLLECTION BOXES. 40,000 APARTMENTS JOINED A BLUE BAG COLLECTION SYSTEM. 25,000 GUIDES FOR RECYCLING PAPER WERE DISTRIBUTED TO BUSINESSES THROUGHOUT THE CITY. AND 1,500 BUSINESSES BEGAN ACTIVE RECYCLING OF FINE PAPER.

THESE INITIATIVES ARE ONLY BEGINNINGS. AND THERE ARE MANY DECADES OF ENVIRONMENTAL NEGLECT AND INATTENTION TO OVERCOME. BUT WE'RE COMMITTED TO NOT JUST TAKING THEM ON OURSELVES ... BUT TO SPURRING EVERYONE IN OUR CITY TO CONTRIBUTE TO OUR ENVIRONMENT.

A WONDERFUL OPPORTUNITY IS LESS THAN A MONTH AWAY, DURING EARTH DAY AND EARTH WEEK, BEGINNING APRIL 22. THE DAY WILL BE MARKED AROUND THE WORLD. AND TORONTO HAS SET AN AMBITIOUS PROGRAM OF ITS OWN EVENTS - INCLUDING THE PLANTING OF MORE THAN 7,000 TREES, ONE IN EVERY SCHOOL AND PARK IN THE CITY, DURING THE WEEK.

AND THE ENVIRONMENTAL CHALLENGE IS ALSO FORCING US TO LOOK AT NEW WAYS OF LIVING AS A COMMUNITY. WAYS THAT WILL CALL FOR INNOVATIVE RESPONSES LIKE OUR "MAIN STREETS" PROJECT. THE FACT IS THAT CURRENTLY OUR MAIN STREETS ARE A PRECIOUS BUT WASTED RESOURCE. MILES AND MILES OF OUR MAIN ARTERIES - HUBS OF OUR TRANSIT SYSTEM - GO ON WITH ONE AND TWO STORY BUILDINGS, PRIMARILY COMMERCIAL PROPERTIES. THIS HAS LED TO VERY LOW DENSITIES ON THESE IMPORTANT AND CENTRAL ARTERIES - AND TO URBAN SPRAWL.

WE SHOULD TAKE A PAGE FROM EUROPEAN CITIES. THERE, THE RULE IS COMMERCIAL PROPERTIES ON THE GROUND FLOORS, WITH RESIDENTIAL ON THE NEXT THREE TO SIX. AND THE RESULT ISN'T CROWDING, BUT COMFORTABLE, LIVEABLE, VIBRANT NEIGHBOURHOODS.

THOSE SAME PRINCIPLES COULD WORK IN TORONTO. AN INTERNATIONAL MAIN STREETS DESIGN IDEAS COMPETITION HAS ALREADY ATTRACTED OVER 1,000 ENTRIES FROM ARCHITECTS AROUND THE WORLD. THIS INNOVATIVE APPROACH HAS POTENTIAL TO GENERATE THOUSANDS OF MUCH NEEDED NEW HOUSING UNITS IN EXISTING RETAIL AND RESIDENTIAL NEIGHBOURHOODS. AND BY CONCENTRATING THIS POPULATION, WE WILL INCREASE TRANSIT USE, REDUCE URBAN SPRAWL AND

[illegible] AND TRULY

HELP BENEFIT OUR ENVIRONMENT. NOT INCIDENTALLY, BY THE WAY, WE'LL HELP PROVIDE MORE OF THAT DESPERATELY NEEDED HOUSING I SPOKE OF EARLIER.

SOCIAL EQUITY.
TRAFFIC AND TRANSIT.
DRUGS.
THE ENVIRONMENT.

FORMIDABLE CHALLENGES THAT WILL TEST OUR COMMITMENT TO OUR CITY AND OUR SKILLS IN SUSTAINING THE PROUD, LIVEABLE CITY WE ALL LOVE. AND THAT IS REALLY WHAT IS AT STAKE. KEEPING TORONTO A LIVEABLE CITY. THE CITY THAT WORKS ... FOR ALL ITS PEOPLE. WITH A QUALITY OF LIFE WE CAN ALL ENJOY. A WARM, CARING CITY ... WHERE PEOPLE CAN AND DO MAKE A DIFFERENCE. BECAUSE AT THE END OF THE DAY, IT IS A MUCH GREATER COMPLIMENT TO BE KNOWN AS A "LIVEABLE CITY" THAN A "WORLD CLASS CITY".

BY POINTING OUT WHAT I CONSIDER TO BE THE KEY CHALLENGES TO OUR LIVEABLE CITY, I'VE SIDESTEPPED SOME OF THE OTHER KEY PRIORITIES OF MY TERM, SUCH AS COMBATING THE CURRENT MARKET VALUE ASSESSMENT PROPOSAL AND OTHER MEASURES THAT THREATEN TO DRIVE BUSINESS OUT OF OUR CITY ... OUR WATERFRONT ... THE VITAL AND

CONTINUED HEALTH OF RACE RELATIONS IN OUR COMMUNITY ... TORONTO'S GROWING REPUTATION AS AN INTERNATIONAL CENTRE FOR THE ARTS, AND THE IMPORTANCE OF THE ARTS NOT JUST TO OUR ECONOMY, BUT FOR THE VERY SOUL AND SPIRIT IT PROVIDES FOR OUR CITY ... OUR INTENSIVE CITYPLAN '91 PROCESS, FAR MORE THAN AN OFFICIAL PLAN FOR THE NEXT DECADE - IT'S ALSO A VERITABLE CONSTITUTION OF THE KIND OF TORONTO WE WANT ... AND FINALLY, OUR 1996 OLYMPIC AND EXPO 2000 BIDS, NOT SO MUCH ENDS IN THEMSELVES, AS MEANS TO THOSE ENDS, TO KEEP OUR CITY VIBRANT AND GROWING IN NEW DIRECTIONS AND TO GENERATE SOLUTIONS TO SOME OF THE CHALLENGES I'VE SPOKEN OF.

BUT THE WAY IN WHICH WE CONQUER THOSE CHALLENGES WILL DETERMINE THE FATE OF OUR CITY. AND I FOR ONE AM CONFIDENT THAT THE STRUGGLE MAY NOT BE EASY, BUT THE OUTCOME WILL BE WELL WORTH IT.

15

Pending Items

20 April 1990

- CAPIC Brochures
- Health Building, Hunter Street
- N.E.C. control areas
- Central Area Plan Approval
- Information Systems
- Regional Headquarters
- James Mountain Road
- Perimeter Road
- Institutional Uses
- Site Plan Control
- Staff for Work Program
- Public Image

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CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

CITY HALL, 71 MAIN STREET WEST, HAMILTON, ONTARIO, L8N 3T4

NOTICE OF MEETING

Friday, May 11, 1990

9:00 a.m.

URBAN MUNIC.. AL
MAY 09

(Perimeter Road Information at 8:30)

Room 233, Hamilton City Hall

GOVERNMENT DOCUMENTS

David Godley

David Godley, CAPIC Co-ordinator
(546-4229)

AGENDA

1. Chairpersons's Remarks - Charles Forsyth.

2. Correspondence -

3. Members' Reports (two minutes maximum).

4. Minutes of Meeting held April 20, 1990 (attached).

5. Actions arising from the Minutes:
   a) Memo on pro-active roles (John Eyles)
   b) Nomination for Sustainable Development Task Force (letter sent)
   c) Vice-Chairperson (pending)
   d) HSR presentation (letter sent re: June meeting)
   e) Parking Report (attached) FOR DISCUSSION
   f) Lots-of-Record (letter sent) PRESENTATION BY BUILDING DEPARTMENT
   g) CAPIC Brochure (pending)
   h) Parking Garages (status report attached)
   i) Perimeter Road Update (prior to meeting with Engineering Department in attendance)
   j) Interim control (David Godley)
   k) Urban Design - Joint Meeting - proposed for June 4 at 4 p.m.
   l) Regional HQ (update)
   m) Long Distance Rail (June meeting) David Godley
   n) Marketing Strategy (Scott Galbraith)
   o) CBD Study (David Godley)
   p) other

6. Main Street West (Vladimir Matus - INFORMATION)

7. McNab Heritage District & Proposed Markland Heritage District
   (Nina Chapple - INFORMATION)

8. Urban Design Committee - Terms of Reference (Attached - DISCUSSION)

9. Site Plan Control Application (Attached - DISCUSSION)

10. Minor Variances (update)

11. Pending items (INFORMATION)

12. Information and other business

13. Future meetings: June 4, 1990 at 4:00 p.m. (Joint Meeting with Urban Design Committee if approved);
    June 15, 1990 at 9:00 a.m. (PUBLIC PARTICIPATION AND TRANSPORTATION).

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CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

CITY HALL, 71 MAIN STREET WEST, HAMILTON, ONTARIO, L8N 3T4

MINUTES

CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

City Hall, Room 233

Friday, April 20, 1990

MEMBERS ATTENDING

Charles Forsyth - Chairperson	First Place
Arthur Lomax	Hamilton Automobile Club
Russell Elman	Durand Neighbourhood Association
Gloria DeSantis	Social Planning and Research Council
John Eyles	McMaster University
Gabriel Etele	Downtown B.I.A.
Andrew Mackenzie	Hamilton and District Labour Council
Gil Simmons	North End Neighbourhoods
Ozzie Ferguson	United Senior Citizens of Ontario

REGRETS

Helen Nemeth	Beasley Neighbourhood
Bruce Charlton	Past Chairperson
Kay Nolan	Separate School Board
Diane Brown	Hamilton and District Chamber of Commerce
Mark Boyak	Hamilton Real Estate Board
Anne Stewart	Hamilton Board of Education
Bruce Rankin	Hamilton Society of Architects
William McCulloch	Alderman Ward 2
Francois Roesch	Corktown/Stinson Neighbourhood

STAFF

David Godley (Co-ordinator)	Local Planning
Vladimir Matus	Local Planning
John Ames (Secretary)	Local Planning
John Sakala	Local Planning
Luc Piccioni	Regional Planning
Roland Karl	Traffic

PRESENTATION

Michelle Gaudette	Jamesville BIA
Shirley Jordan	Jamesville BIA

PRESS

Eric McGuinness	*The Hamilton Spectator*

The affordable housing video "My Neighbours, My Friends" which was not shown for lack of time at the March 16 meeting, was viewed prior to this meeting.

1 - Chairperson's Remarks

1. The Chairman called the meeting to order at 09:09. He informed CAPIC of the results on his research on Urban Community Development examples and proposals. He gave a number of examples from the United States, and commented on the volume of replies and the extensive contacts that he had been able to develop. A binder of material was being collected for the information of all CAPIC members.

2. The Chairman also commented on the establishment of community foundations, and noted that support of these would be good public relations for industry.

2 - Member's Reports

3. John Eyles spoke about his recent trip to Albany, and described some urban developments he had seen there. One area of interest was the Urban Culture Park, and that such projects were supported by Government, Business and the University. He also noted that he was involved in the survey of after-effects of the Hagersville tire fire. He commented that in the future such efforts should be pro-active rather than reactive.

4. The Chairman asked for a memo on possible pro-active roles for CAPIC.
(Action - John Eyles)

5. Andrew MacKenzie made a brief comment on his attendance.

6. Gil Simmons spoke briefly on a number of subjects of concern in the North End. These were:
a) a favourable comment about the CHCH-TV report on parks by Cathy Renwald;
b) the probable closure of the Picton Library - the situation was very hazy and that a survey would likely be done;
c) the problem with Lots of Record in older areas of the city;
d) the 23rd of April meeting of the Royal Commission on the Future of the Toronto Waterfront in Burlington. She noted that it would be logical to include the whole north shore of the lake in the area of study.

7. Ozzie Ferguson said the Seniors Study was into Phase II. He noted that there were some complaints about the conditions in some of the residences.

8. The Chairman asked for a report on how the study may effect the Central Area Plan in areas such as concentration of residences.
(Action - Ozzie Ferguson)

9. Gloria DeSantis said that the Regional Housing Statement Update would be available for public input after the 24th of April.

10. Russell Elman commented on a number of topics:
    a) the Durand Neighbourhood Association would be holding a meeting at Central Public School on May 8th;
    b) the Lots of Record issue was a problem over a large area of Durand. He thought that it would be of benefit to get staff to provide a concise explanation of what the issue was;
    c) there would not be an interim control by-law for the GO Transit terminal area until later in 1990;
    d) the High Speed Rail system proposals all seemed to stop at Toronto, but the system should logically extend at least to Hamilton.

11. The Chairman thought that a staff explanation of the issue of Lots of Record would be desirable.
    (Action - David Godley)

12. The Chairman also desired information on the interim control by-law in the proposed GO terminal area, and whether there have been any studies on high speed rail viability both west and east of Toronto.
    (Action - David Godley)

13. Russell Elman continued by noting that the closure of the Main Street ramp from Highway 403 has created major traffic problems along Aberdeen Avenue and through Durand, to the point where residents were becoming quite irate. He wondered if there could be any better system of control over the somewhat chaotic traffic patterns, possibly using signs.

14. Roland Karl said that he was not involved with detour management, but that this was a temporary situation that would last for about 5 months, and that there were very few alternatives.

15. Russell Elman said there seemed to be a particular problem with cars turning left at Locke and Main Streets.

16. Roland Karl said that the best thing would be to send a list of observations and suggestions to Murray Main.

17. Russell Elman asked if there could be anything done with adjusting the timing of lights or monitoring.

18. Roland Karl said that the sheer size of the project made it extremely difficult to reduce adverse effects. Any adjustments to Main street would also effect the entire traffic pattern in the whole West End of the city, so it would be very difficult just to co-ordinate on Main Street alone.

19. The Chairman suggested perhaps the city should take a forceful stand on the situation and encourage the use of transit or alternative transport such as bicycles if necessary to get people out of their cars and off Main Street. Suggestions such as reduced fares, special shuttles and incentives for leaving cars at home were briefly discussed.

20. Art Lomax also spoke on the High Speed Rail proposals, and agreed that any system should extend west of Toronto to serve the large population here. It was agreed that a presentation from the Transport 2000 group, possibly in conjunction with the HSR would be beneficial.
    (Action - David Godley)

2 - Sustainable Development Task Force

21. After discussion it was agreed that CAPIC would nominate Gil Simmons as a potential member of the Task Force.
(Action - David Godley)

4 - Minutes of Meeting held March 16, 1990.

22. Roland Karl noted Item 14 (Bullet 3) should read "City Treasurer" instead of "Planning & Development Committee".

23. Gil Simmons asked that in Item 81 everything after "for the area" be deleted.

24. Art Lomax noted that Item 19 should read "Cash-in-Lieu" instead of "part of the levy".

25. Russell Elman commented on the notation in the minutes according him the position of Vice-Chairman. It was agreed that a Vice-Chairman should be formally established.
(Action - Forsyth, Godley)

26. It was moved by Gil Simmons and seconded by John Eyles that the minutes of 16 March be approved as corrected. Carried.

5 - Matters Arising from the Minutes

27. David Godley went over all of the items briefly, with some discussion.

28. 5(e) - John Eyles suggested that rail transportation concerns could be included in the Regional Transportation Study.

29. David Godley said that information on the Perimeter Road should be available at 8:30 before the next CAPIC meeting.

30. Gloria DeSantis asked why there were public meetings scheduled for the Perimeter Road if it was so far in the future.

31. The Chairman noted that the Perimeter Road was Policy, and had a life of its own. The Regional Transportation Study was still in a state of formation, and its draft Terms of Reference would be provided for review and comment by CAPIC.

32. Gil Simmons wondered whether the Transportation Study should wait until the Perimeter Road was finalized.

33. 5(g) - The committee was informed that the Urban Design Committee had considered the matter of revising its terms of reference. John Sakala noted that it was on the agenda but any action had been deferred to its next meeting on April 30.

34. Russell Elman noted that there seemed to be political support for the idea. David Godley discussed the possibility of holding a joint meeting of the Urban Design Committee and CAPIC, possibly at the next session. It was agreed that a letter of invitation would be sent to the Urban DEsign Committee inviting them to the next CAPIC meeting (May 11).

(Action - David Godley)

6 - BIA Updates

35. 6(a) - Gabriel Etele distributed an information package about the Downtown Promenade BIA and explained the functions and make-up of his BIA. He also mentioned that there was an upcoming conference on Business Improvement Areas to be held in Hamilton.

36. 6(b) - Shirley Jordan spoke for the Jamesville BIA. She noted that Jamesville was not willing to commit to any long range plans at the moment. There were a number of issues her BIA was concerned about, particularly the proposed parking levy, which she said was not very popular.

37. Gil Simmons said she liked the Jamesville area, and that there had been major improvements there recently.

38. The Chairman asked if there were limitations on BIA goals. Gabriel Etele replied yes, as an example Jamesville had developed, but as part of the Downtown Action Plan. He said that BIAs were odd creatures, with divided authority, and that they tended to reflect the make-up of their Board of Directors. He noted that timing was often critical, and that it was nice to get advance notice of developments.

39. John Eyles asked how long do BIAs last. Gabriel Etele replied that they were always changing, but the term of the Board was tied to that of Council. BIAs cannot die or be killed, but just become dormant. He noted that they had great support from the Community Development Department.

40. Russell Elman asked about geographic areas and what official linkages there were between CAPIC, DAP, BIA, etc. Gabriel Etele replied that any connections were very informal, and reflected the different make-up and concerns of the groups.

41. David Godley noted that CAPIC had started the CBD Study going, and would be a sounding board for that study. He did not believe there was any formal link with the DAP, though the CBD Study could be used as a framework for development, streetscaping, etc.

42. Gloria DeSantis asked about the McMaster study on BIAs. Gabriel Etele said that he had been interviewed as part of the study.

43. David Godley asked if the Eaton Centre would be part of the Jamesville BIA. Shirley Jordan said that it would require a vote, as it was outside their defined area, being south of (former) Merrick Street. She said that she thought it would be beneficial if the Centre was included.

44. Gabriel Etele noted that occupants of malls like the Eaton Centre tend to be franchise retailers.

45. The Chairman said that there did not seem to be any studies of the socio-economic impact of mega-projects like the Eaton Centre. He felt it would have a major impact on the average street retailer.

46. Gabriel Etele agreed. He said that the new types of mall with open street frontage may have a different impact, and that the whole downtown needed a major anchor at the east end (King St. East). He said there would be 120 stores in the new arcade, with at least that many in Jackson Square as well.

47. The Chairman commented on the closure of Robinson's due to loss of street traffic.

48. Gil Simmons asked about the stores on the east side of James, in that some of them seemed to be in limbo. Gabriel Etele said that the BIA representatives were there to try for a consensus.

49. John Eyles asked if the city has a policy regarding study of the impact of large commercial developments. David Godley said he was not aware of any downtown policies. There was one for the mountain, as a result of concerns over the impact of the Limeridge Mall. Anything downtown would seem to be the responsibility of the developer.

50. Gil Simmons noted that there seemed to be a stampede to get the development done at any cost.

51. Russell Elman said that Limeridge had almost 50% of the retail area of the entire downtown. It had sat undeveloped for ten years and then was started just as the Central Area Plan was getting started. He wondered if there was any idea of its impact on the central area.

52. Gabriel Etele said Limeridge had had a major effect on downtown, with parking being the major factor. He said the downtown needed improved accessability and shelter for pedestrians, and increased local residency would also help.

53. The Chairman agreed. He noted the huge parking lot was the biggest advantage for any mall. The solution appeared to be to decrease the cost of getting downtown by transit to encourage patrons to leave their cars at home.

54. Roland Karl suggested the HSR could give a review of their marketing strategies regarding this subject.

55. Gabriel Etele said that there should be street connections and an attractive environment to get people to venture out of the malls.

56. Gil Simmons wondered why the HSR appeared to be so rigid as to routing. It was agreed that a representative from the HSR should be invited to attend a future meeting to discuss these matters.

(Action - David Godley)

7 - Development Review

57. John Ames distributed copies of the Central Area Development Summary maps and tables to the committee and briefly described their meaning. There was a brief discussion on this material, including the future usage of 469 Bay Street North.

8 - Parking / Cash-In-Lieu Report

58. David Godley gave a brief review of the situation and opinions of various bodies on the conclusions of the report. The Planning & Development Committee was concerned over the differences in the points of view. It was felt CAPIC should provide some input on the locations of the proposed parking structures.

59. Roland Karl said Council had directed staff to hold a Public Meeting. It was decided to hold the meeting on the 100% proposal only, as a meeting on the location of the parking structures would be handicapped by the need to keep the exact location of some of the structures confidential to prevent speculation on the property.

60. Art Lomax suggested that it may be desirable to hold off on defining exact locations until the CBD Study was completed.

61. Roland Karl said the position taken in the CAPIC report is generally that expected to be taken by staff.

62. Andrew MacKenzie felt that the 100% proposal was better, but would also like to know what was happening in other communities.

63. The Chairman summarized the report and the rational for taking that particular position.

64. Andrew MacKenzie said it seemed that current development was reducing the number of spaces downtown. The Chairman felt that this might further discourage the use of private vehicles. There was a brief discussion on this point.

65. Luc Piccioni asked if there were any figures on how much money would be raised under any of the percentages considered. Roland Karl replied that it was very difficult to do anything more accurate than guessing. With the current rate at 0%, however, any figure would reduce the burden on taxpayers. He explained the procedures involved in the Cash-in-Lieu process.

66. The Chairman felt that the subject should be stood over until a later meeting, which was agreed upon.

(Action - David Godley)

9 - CBD Study

67. David Godley gave a brief status report.

10 - Downtown Marketing Strategy

68. David Godley said that there was no further progress on this.

11 - Restaurant Patio

69. David Godley gave a summary of the situation.

12 - Foundations

70. The Chairman said that full details of these would be presented later.

13 - CAPIC Brochures

71. It was decided that the Planning & Development and the Parks & Recreation Committees should appear in the diagram on the brochure. It was also suggested that a tri-fold format on 8 by 14 paper be tried as well.

72. It being 12:00 noon and no further business the Chairman then adjourned the meeting.

73. The next meeting to be 11 May.

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CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

CITY HALL, 71 MAIN STREET WEST, HAMILTON, ONTARIO, L8N 3T4

FOR ACTION

REPORT TO: Susan Reeder, Secretary
Planning and Development Committee

DATE: April 4, 1990
COMM FILE:
DEPT. FILE: P5-4-7-9

FROM: Charles Forsyth
Chairperson, CAPIC

SUBJECT:

Cash in Lieu for Parking for Commercial Development

RECOMMENDATION:

That the current complete exemption from parking standards be replaced by a 50% parking requirement for commercial development to be applied to the CBD area (attached, Map 1).

That cash-in-lieu be based on 50-100% of the cost of creating parking as determined by the 'cash-in-lieu' committee in accordance with current practice.

BACKGROUND:

- Currently commercial parking requirements in the downtown area are zero and for the area surrounding 50% (see Map 2) of standard requirements which apply to the rest of the City.
- Special treatment of the downtown was provided to encourage development and to consolidate parking at specific points.
- The City is short of funds for parking facilities and is examining ways of charging developers for growth related parking.
- The Cooper's Lybrand report for the City recommends applying 100% parking requirements to all of the City including the downtown and allowing 'cash in lieu' payments at 100% of the cost of providing parking facilities.

ANALYSIS

PROVISION OF PARKING/CASH IN LIEU

Provision of uniform standards would allow for the provision of parking or cash in lieu to provide parking at the same rate for the downtown and the outlying areas.

PARKING NEED

Need for parking in the downtown (per square metre of commercial use) is significantly less than for outlying areas according to the Traffic Department. Accessibility by transit, walking and car pooling reduce the need.

MODAL SPLIT (Private vehicle v Transit)

Requiring parking to general standards which currently apply to outlying areas will encourage the use of the car and discourage the use of transit.

DENSITY OF DEVELOPMENT

Requiring parking to general standards whch currently apply to outlying areas will discourage higher densities and not maximize land use potential.

DECENTRALIZATION

Requiring parking to general standards which currently apply to outlying areas will encourage the decentralization of commercial development throughout the Region and possibly beyond.

ECONOMIC DEVELOPMENT

Requiring parking at general standards which currently apply to outlying areas may deter development altogether and prejudice the potential for job creation and tax reassessment in Hamilton's downtown. The downtown serves as a higher order centre for a wider area than the Region and it is important to maintain and increase this role.

PARKING LOCATION

Requiring parking to general standards which currently apply to outlying areas is likely to result in haphazard provision of parking rather than a rational distribution throughout the downtown. Requiring 100% cash in lieu is less inducement to the developer to provide cash-in-lieu and results in less likelihood of consolidated parking.

URBAN DESIGN

Requiring parking to general standards which currently apply to outlying areas is likely to lead to surface level parking which will break up the continuity of street and block form. Requiring 100% cash-in-lieu is less inducement to the developer to provide cash-in-lieu and results in less likelihood of consolidated parking. Although parking may be provided underground in the heart of the downtown, surface level parking is likely to occur on the edge of the central business district.

POLICY DOCUMENTS

The Region of Hamilton-Wentworth Official Plan and City of Hamilton Official Plan recognize that the downtown of Hamilton serves as the centre of the Region and should be given special treatment to encourage development. One of the goals of the Central Area Plan is to "give greater priority to the Central Area in terms of planning, development, implementation, monitoring and promotion. Policy 4.8.7 iv states that major parking facilities should be arranged so as to minimize through traffic and reduce congestion.

PUBLIC RELATIONS

Requiring parking to general standards will send out signals to the public and the development industry that

- development in the outlying areas and lower densities is encouraged at the expense of downtown development. The requirements will be the same for both areas yet the Central Business District requirement for parking is not as great as outlying areas. The incentive to build in the Central Business District will be lost. It is common practice to allow modified standards in other downtowns according to the Traffic Department.

- public transit should not be encouraged relative to use of private vehicles. It is more energy efficient to use transit than the private vehicle.

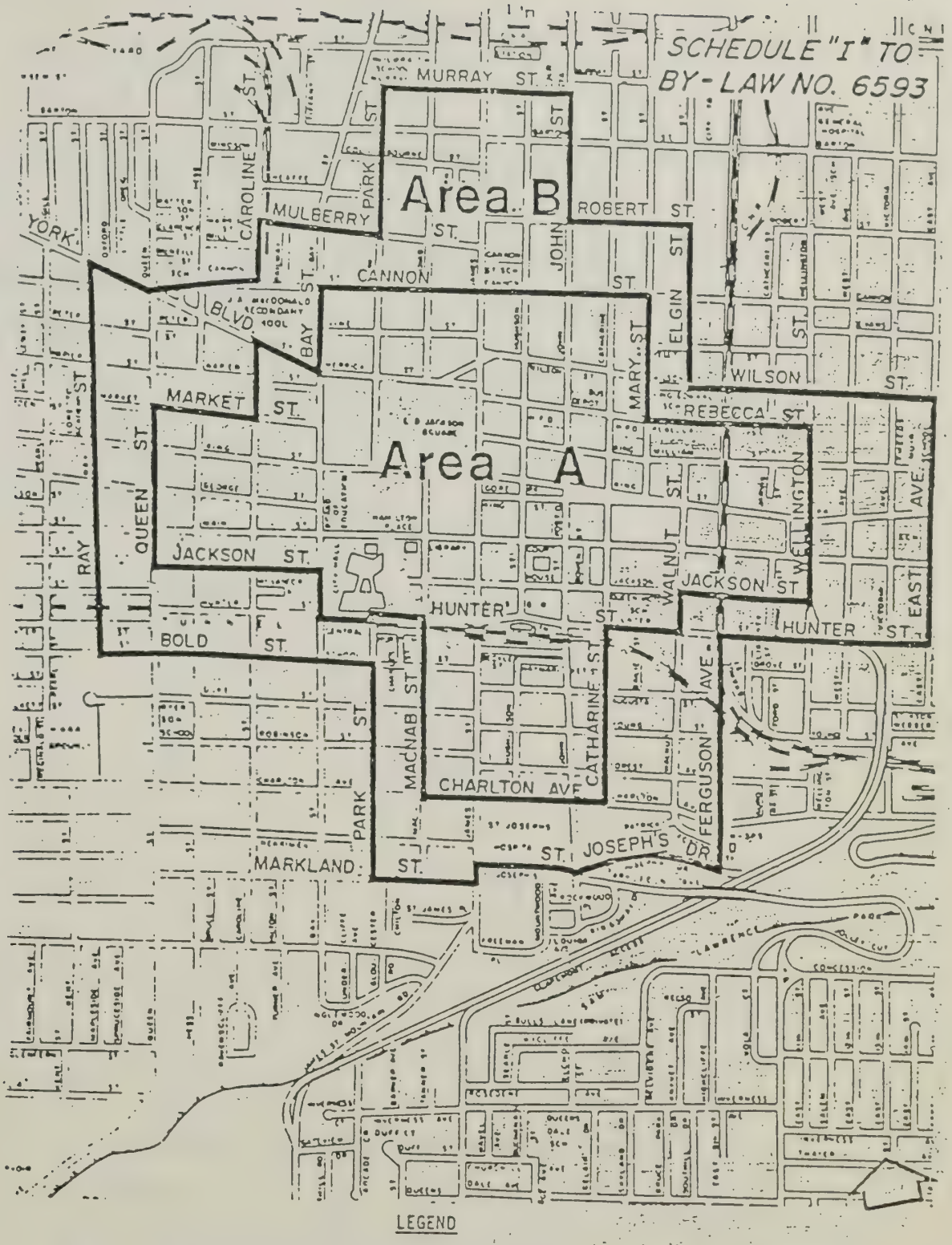
CONCLUSIONS

The Coopers Lybrand proposal gives an accounting perspective which would provide parking or cash to provide parking.

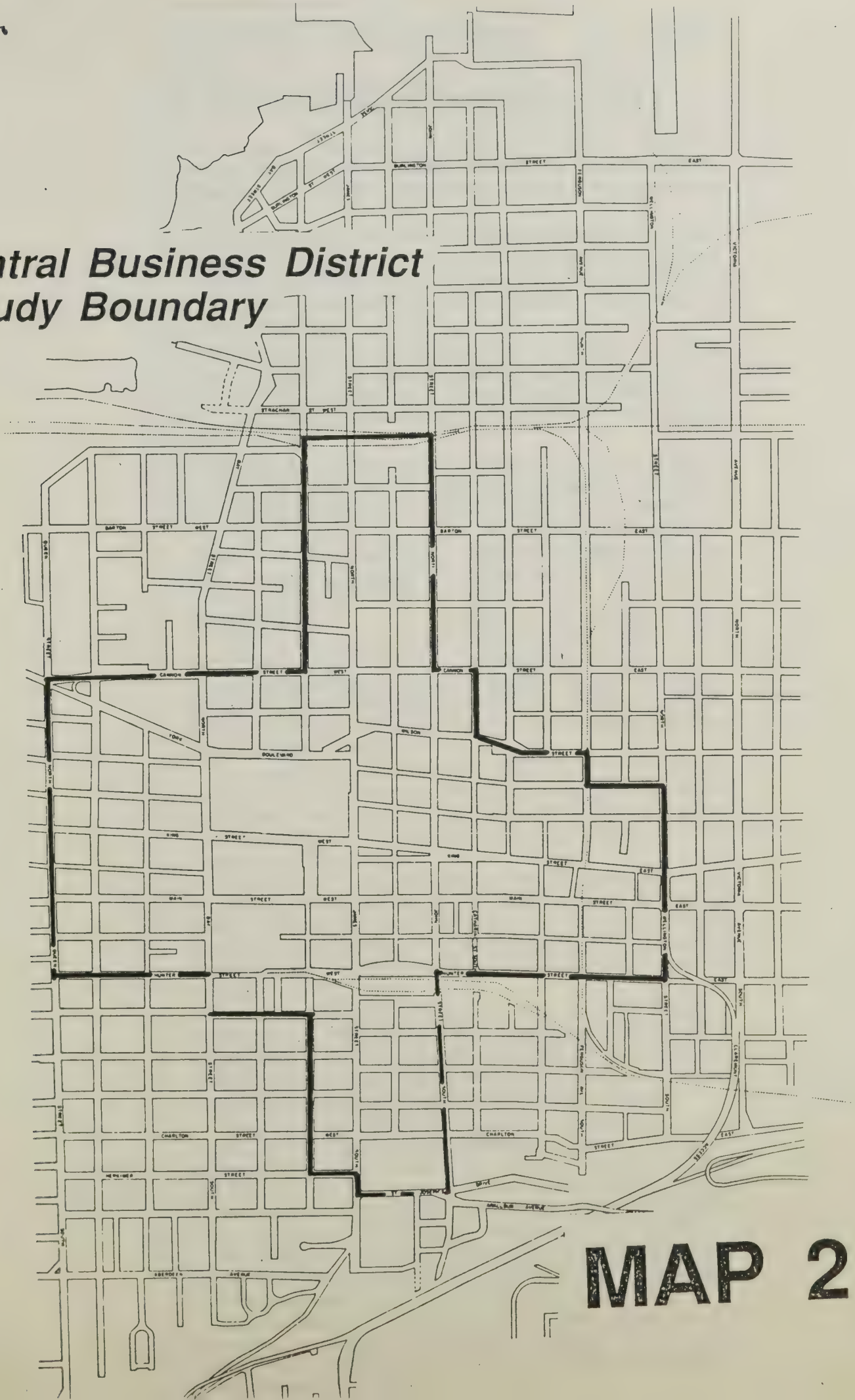
However, there would be an overprovision of parking in the downtown. The proposal is likely to have a number of adverse planning impacts in terms of Economic Development, Transit, Land Use Patterns and Urban Design. It seems contrary to the intent of Official Policy documents which encourage a strong central mode and public transit, does not support the sustainable development approach and sends out signals that Hamilton's Central area does not have priority over other areas. The current situation recognizes the role of the downtown.

If the generation of parking spaces cannot come from the general revenue it is concluded that the planning impacts on the Downtown, City and Region should be mitigated by having 50% parking requirements with cash-in-lieu based on the current practice of payment of 50-100% of cost of providing parking spaces. The rate should be determined by the Cash-In-Lieu Committee, as it is now, to encourage an appropriate level and location of parking. The area of reduced standards should be the Central Business District as established by the Central Business District Study.

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SCHEDULE "I" TO
BY-LAW NO. 6593
Area B
Area A
MURRAY ST.
MULBERRY ST.
CANNON ST.
ROBERT ST.
WILSON ST.
REBECCA ST.
MARKET ST.
JACKSON ST.
HUNTER ST.
BOLD ST.
CHARLTON AVE
MARKLAND ST.
ST. JOSEPH'S DR.
YORK
CAROLINE
PARK
JOHN
ELGIN
MARY
QUEEN
RAY
BAY
BLVD.
WALNUT
WELLINGTON
EAST AVE.
MACNAB
CATHARINE
FERGUSON AVE
LEGEND
Delineates boundary of those areas in which parking for Commercial, Public and Institutional uses are reduced or not required

MAP 1


Central Business District
Study Boundary
MAP 2

Downtown parking

April 30/50
Spectator

Developers can pay

Developers in downtown Hamilton would pay for necessary parking if city council accepts the advice of the Hamilton parking authority. It's generally sound advice, although it may need some refining.

Some city councillors maintain concessions on parking requirements are vital to attracting business in the core. Hamilton's revitalized downtown, however, is maturing to a point where it can attract development on its own without the help of big subsidies to the private sector.

The downtown core is increasingly short of parking. And if the money isn't found to provide more spaces, the central business district is in danger of choking on its own success. New development has to be supported with adequate parking if the downtown is to grow.

The need for parking could be reduced if a space-age public transit system was created to drastically reduce the number of cars entering the downtown area. But that won't happen overnight.

Those who benefit should pay

The city requires most commercial developers to provide enough parking space for the demand they create. Developers in the downtown core, however, have been exempt from this requirement.

The Hamilton parking authority wants to rescind the exemption, and to require developers to provide their own parking. Those who couldn't comply would pay the cost of the necessary parking spaces into a reserve fund.

The authority has prepared a $36 million plan for the eventual construction of seven large new downtown parking garages. And it needs more money to do the job, since its reserve account for offstreet parking is underfunded as a result of previous concessions in one form or other.

A consultant's report warned that unless downtown developers pay their way, taxpayers will have to incur the cost of the required garages. And that's less than equitable. It means that people other than those who will directly benefit from new offices, hotels, and stores will have to absorb the expense. So much for the 'user pay' approach.

The planning and development committee rightly intends to hold a public meeting on the issue. However, the principles in the consultant's report reflect fairness and equity. People who will directly benefit from parking facilities should pay to build them; and all commercial developments should have enough parking.

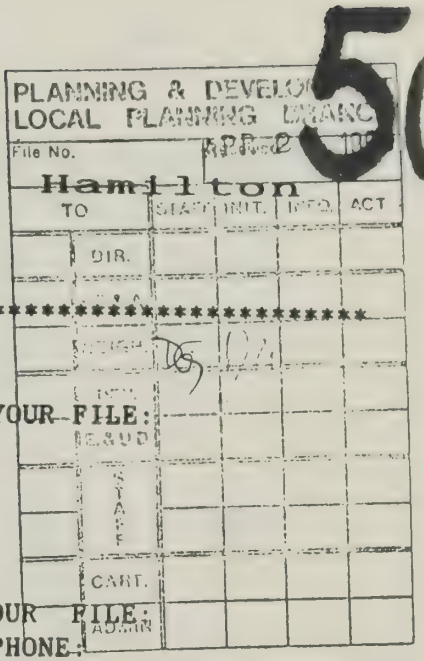
The committee, nonetheless, may want to leave the door open for limited concessions in targeted areas that are in critical need of rejuvenation, such as King Street East. The authority's recommendations that developers pay the full cost of parking, and that all commercial development be treated equally, would remove any leverage the city has in using parking as a tool for growth.

The whole question of the effect that the extensive parking facilities proposed by the authority might have on the downtown environment is another issue that needs more examination.

The increased traffic, the future of public transit, and the placement of parking garages have properly been cited by Alderman Dave Christopherson as issues that should be weighed before the plan is approved.

Corporation of the City of Hamilton

Memorandum



****

TO: Mr. D. W. Vyce
Director of Property

Mr. P. Baker, General Manager
Hamilton Parking Authority

YOUR FILE:

FROM: Mrs. Susan K. Reeder, Secretary
Planning and Development Committee

OUR FILE:
PHONE:

SUBJECT: **Downtown Parking - Ad Hoc Parking Committee and the Hamilton Parking Authority.**

DATE: 1990 April 24

As you are aware, Hamilton City Council at its meeting held Tuesday, 1990 April 10, approved Section 5 of the Eighth Report for 1990 of the Planning and Development Committee as follows:

5. That prior to implementation of the Capital Expansion Plans for parking for the Central Business District as outlined in the Report of the Parking Authority endorsed by the Finance and Administration Committee on 1990 March 22nd, a public meeting be held by the Planning and Development Committee to receive input on the philosophy of the placement of parking structures in the downtown area.

   NOTE: For the information of the members of City Council, Staff have been requested to provide a report to the Planning and Development Committee on the downtown parking discussions of the Ad Hoc Parking Committee and the Hamilton Parking Authority.

   Also, further to the directions of City Council, a Public Meeting of the Planning and Development Committee will be held to consider a City initiative for a zoning change respecting parking requirements for commercial development in the central business district as well as the "cash-in-lieu" policy for this area.

With reference to the Note, you are aware that the Planning and Development Committee wishes to have a report back to them on the Downtown Parking discussions of the Ad Hoc Parking Committee and the Hamilton Parking Authority, with respect to these Committees discussions on the philosophy of the placement of parking structures in the Downtown area.

Accordingly, would you please prepare the appropriate report for the Committees attention. In keeping with the schedule of the General Manager of the Hamilton Parking Authority, I would like to present these reports to the Planning and Development Committee at its meeting to be held Wednesday, 1990 May 23, at which time both Mr. Baker and Mr. Vyce could be in attendance.

Continued ....

Your attention to this matter is most appreciated.

Susan K. Reeder.

c.c. - Alderman J. Smith, Chairman, Planning & Development Committee
- Mr. L. Sage, Chief Administrative Officer
- Mr. J. Thompson, Secretary, Finance & Administration Committee
- Mr. A. Georgieff, Director of Local Planning
- Mr. L. King, Building Commissioner
- Mr. E. Matthews, City Treasurer

Interim Control - Section 37 of Planning Act

5(j)

Interim control by-law

37.—(1) Where the council of a local municipality has, by by-law or resolution, directed that a review or study be undertaken in respect of land use planning policies in the municipality or in any defined area or areas thereof, the council of the municipality may pass a by-law (hereinafter referred to as an interim control by-law) to be in effect for a period of time specified in the by-law, which period shall not exceed one year from the date of the passing thereof, prohibiting the use of land, buildings or structures within the municipality or within the defined area or areas thereof for, or except for, such purposes as are set out in the by-law.

Extension of period by-law in effect

(2) The council of the municipality may amend an interim control by-law to extend the period of time during which it will be in effect, provided the total period of time does not exceed two years from the date of the passing of the interim control by-law.

Notice of passing of by-law

(3) No notice or hearing is required prior to the passing of a by-law under subsection (1) or (2) but the clerk of the municipality shall, in the manner and to the persons and agencies and containing the information prescribed, give notice of a by-law passed under subsection (1) or (2) within thirty days of the passing thereof.

Appeal to O.M.B.

(4) Any person or agency to whom notice of a by-law was given under subsection (3) may, within sixty days from the date of the passing of the by-law, appeal to the Municipal Board by filing with the clerk of the municipality a notice of appeal setting out the objection to the by-law and the reasons in support of the objection.

Application of s. 34 (21-30)

(5) Where a notice of appeal is filed under subsection (4), the provisions of subsections 34 (21) to (30) apply with necessary modifications.

When prior zoning by-law again has effect

(6) Where the period of time during which an interim control by-law is in effect has expired and the council has not passed a by-law under section 34 consequent on the completion of the review or study within the period of time specified in the interim control by-law, or where an interim control by-law is repealed or the extent of the area covered thereby is reduced, the provisions of any by-law passed under section 34 that applied immediately prior to the coming into force of the interim control by-law again come into force and have effect in respect of all lands, buildings or structures formerly subject to the interim control by-law.

Prohibition

(7) Where an interim control by-law ceases to be in effect, the council of the municipality may not for a period of three years pass a further interim control by-law that applies to any lands to which the original interim control by-law applied.

Application of s. 34 (9)

(8) The provisions of subsection 34 (9) apply with necessary modifications to a by-law passed under subsection (1) or (2). 1983, c. 1, s. 37.

8

capic

CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

CITY HALL, 71 MAIN STREET WEST, HAMILTON, ONTARIO, L8N 3T4

March 26, 1990 P5-4-7-9

MEMORANDUM

TO: Susan Reeder, Secretary

FROM: Charles Forsyth
Chairperson, CAPIC

RE: Urban Design Committee Terms of Reference

RECOMMENDATION

That the Terms of Reference for the Urban Design Committee be changed by adding in point 9) Reviewing development applications which have a major urban design impact.

BACKGROUND

The Urban Design Committee has been operating within the attached Terms of Reference since 1986 (see attached).

The Terms of Reference were drafted without the mandate of commenting on individual development applications. The Planning and Development Committee may request comments.

The Central Area Plan calls for a high quality of urban design in the downtown to protect property values and encourage additional development.

CONCLUSION

It appears appropriate for development proposals to be considered by the Urban Design Committee to assist with reviewing major applications and acting as a sounding board to the Planning and Development Department as long as the process is not slowed down.

TERMS OF REFERENCE

URBAN DESIGN COMMITTEE

INTRODUCTION

Urban design is a component of city planning which addresses the inter-relationships of buildings and open spaces. It is generally concerned with the form and appearance of the structures and open space in which land use activities take place. Specifically, it is concerned with the following visual and functional matters:

Visual

- massing of buildings
- relationship of buildings to each other
- appearance of individual buildings
- the definition of open space by buildings
- the appearance of open spaces including streets, parks, parking lots, and privately owned areas visible to the public

Functional

- pedestrian linkages between buildings, between buildings and open space, and between open space and open space
- integration of the pedestrian system with the vehicular system
- solar access
- shelter from wind and the elements
- defensible open space - design that reduces crime

The purpose of urban design is to improve the quality of life and strengthen the economy.

Environmental excellence brings the following benefits:

- the enjoyment of being in a delightful environment enriches everyday living
- a confidence and spirit of well being grows out of pride in a beautiful city
- an attractive physical environment contributes to attracting people both to a particular area in the city and to the city itself. Business will be encouraged to remain and expand
- a good city image will attract business to the city
- a visually attractive city which works well will attract tourism and conventions
- good urban design can contribute to the growth of a city and create more tax assessment and employment

There are significant opportunities for urban design in Hamilton, particularly in the Central Area which already contains many positive urban design features and where change is likely. A small urban design section was set up in 1974 within the Planning and Development Department. Some urban design initiatives have already begun, e.g. downtown streetscaping, heritage district studies, the proposed + 15 walkway system and the waterfront study.

However, it is felt that a greater impetus for urban design is needed. Currently urban design responsibilities are fragmented. It is felt that an advisory committee similar to LACAC and CAPIC would provide a suitable focus for urban design.

It is, therefore, proposed that a committee be set up under the following terms:

MANDATE

The responsibilities of the Urban Design Committee are to advise Council on urban design matters. Urban Design Committee will report to the Planning and Development Committee. Its priority will be the Central Area and it will work with the general urban design policies of the Official Plan and the more detailed urban design policies of the Central Area Plan. Specifically, the Urban Design Committee will be responsible for:

1. Generating and reviewing urban design policies.

2. Establishing urban design guidelines for various areas taking into account:

    a) massing of buildings including heights, setbacks and skyline;

    b) architectural relationship of buildings to each other including textures, material, detailing and scale;

    c) the definition of open spaces including enclosure, views, vistas and focal points;

    d) the treatment of open spaces including streetscaping, landscaping, screening, parking lots, art forms, advertising, etc.;

    e) the appearance of streetscape including building restoration, cleaning and painting, clutter and advertising signs;

    f) linkages between buildings and buildings, buildings and open space and open space and open space, including interior walkways, underground walkways, exterior pedestrian links, access for the disabled, etc.;

    g) integration of the pedestrian and vehicular system;

    h) weather mitigation including access to sunlight in open spaces, passive solar heating, liveable winter cities, minimizing wind tunnel effects, etc.; and,

    i) defensible open space - designing environments to reduce crime.

Guidelines will be prepared for both infill and comprehensive development and for both public and privately owned properties. They may be in the form of general guidelines or design briefs for specific sites. The means of implementing the strategy, e.g. legal measures such as zoning and site plan control, negotiation, funding, education and promotion will be specified.

3. Providing information, education and promotion on urban design matters including:

   - urban design awards
   - literature
   - presentations
   - displays
   - seminars

4. Ensuring guidelines and policies are followed by setting up a system for:

   - input into specific proposals
   - reviewing and monitoring results of development on the ground.

5. Ensuring public participation in appropriate urban design matters.

6. Liaising with other committees which have urban design interests, e.g. Central Area Plan Implementation Committee (CAPIC). Downtown Action Plan Co-ordinating Committee (DAPCC), Local Architectural Conservation Advisory Committee (LACAC), Waterfront Implementation Committee (WIC), etc. The Urban Design Committee is intended to supplement these committees rather than supplant their functions.

   Liaising with departments and agencies which have urban design interests, etc., Planning and Development Department, City Architects Department, Community Development Department, Ontario Association of Architects, etc.

7. Advising on legislation and funding for urban design.

8. Engaging in organizational planning by:

   - establishing goals and objectives
   - examining trends and issues
   - identifying options and selecting a strategy
   - establishing work program priorities
   - implementing the strategies and work programs
   - monitoring and evaluation
   - reviewing committee's operation and role

ADMINISTRATION

The Urban Design Committee will include:

- a representative of CAPIC
- a representative of LACAC
- a representative of the design professions e.g. Architect, Landscape Architect, Urban Designer
- a representative of the Central Area Business Community
- a representative of the Planning and Development Committee

These members will have an interest in urban design but not necessarily be professionally qualified. Staff will be relied upon for technical expertise.

The core group will add other members to the committee as they feel appropriate.

The committee will elect a Chairman and Vice-Chairman. Meetings will be held at the call of the Chairman. Other administrative matters will be dealt with by the Committee. A staff person from the Planning and Development Department will provide co-ordination. Staff of City and Regional Departments will be available when necessary.

DG/pb.

From Central Area Plan

Site Plan Control	4.9.1.13	Site plan control will be applied throughout the Central Area for all developments, except one and two-family dwellings.

Site Plan Control	Development control over site design features of a development, including grading, landscaping, access, parking lot layout, building design and overall site design. Site Plan control is authorized under Section 40 of the Planning Act.

Pending Items

- CAPIC Brochures
- Health Building, Hunter Street
- N.E.C. control areas
- Central Area Plan Approval
- Information Systems
- Regional Headquarters
- James Mountain Road
- Perimeter Road
- Institutional Uses
- Site Plan Control
- Staff for Work Program
- Public Image
- Vice Chairperson

FOR INFORMATION:

1. An OMB hearing concerning the Harbour has been scheduled for May 22-25, 10:30 a.m., at City Hall. This hearing may be cancelled if the issues are resolved prior to that date.

2. There is a Public Meeting on the Perimeter Road scheduled for May 28, 7:00 p.m., at City Hall. Any enquiries should be directed to Reg Meiers, 546-4297 or Ted Gill, 546-4339.

3. *

PRESENTATION TO THE ONTARIO INDUSTRIAL DEVELOPMENT COUNCIL

APRIL 19, 1980 BY DAVID GODLEY

Thank you for asking me to speak today about development in the central area and downtown of Hamilton. I am particularly glad OIDC is focussing on downtown's because I believe that downtown is of prime importance for creating jobs, for a healthy economy and a strong tax base.

From the planning perspective, economic development is very important. As a planner I would try to create a physically attractive downtown - this will encourage more investment, attract tourists, attract people to live in Hamilton. I would also encourage good land use relationships, for example, a mix of residential and commercial in the downtown allows services to be close to residents, provides ready customers for the businesses and generally lends a vitality to the downtown because it is busy every hour of the day. Planners are also concerned about social issues such as providing a range of housing, including affordable housing downtown and access for the disabled. Planners also try to maximize access whether by private vehicle or public transit, preferably transit so that Hamilton's downtown will be competitive with other downtowns.

Development therefore should take place within an overall planning framework, taking into account economic, physical and social considerations. In Hamilton, that framework is the Central Area Plan

(summary copies available). This plan will be part of the Official Plan. It has been adopted by Council and is awaiting the approval of the Province. It is a unique document because it was prepared by a unique group of people, CAPIC, the Central Area Plan Implementation Committee, a Committee which advises the City of Hamilton Planning and Development Committee. I'm not aware of any other city having an advisory committee solely on central area matters. As planners we may have done the writing and given advice on the Central Area Plan but it was very much the creation of informed and dedicated members of CAPIC. CAPIC is made up of community leaders including representatives from business, labour, neighbourhood associations, school boards, professional associations, Hamilton Automobile Club, Social Planning and Research Council, Real Estate Board, etc. You would never think such a group of people could agree to anything but they agreed to 30 pages of policies - line by line.

The goals of the plan are as follows. They may be motherhood but they provide the flavour of the plan:

- provide an attractive, lively, human scale environment with appropriate physical social and human infrastructure;
- give greater priority to the Central Area in terms of planning, development, implementation, monitoring and promotion;

- maintain and increase the resident population, commercial services, social and government services, as well as the quality of life in general;
- direct new multi-purpose developments into the downtown core with special emphasis on residential components;
- minimize the impact of through-traffic on the downtown core and residential neighbourhoods;
- encourage mixed-use development;
- encourage effective urban design, and energy conservation in land use and building location;
- encourage suitable waterfront development with appropriate links to the downtown;
- enhance the Central Area's role in the Hamilton-Wentworth Region and the surrounding Market Area particularly regarding commercial development; and,
- direct attention to the primary objectives of growth, job creation and a healthy economy; and,
- ensure the highest environmental standards which are fundamental to effective urban planning.

and naturally strong public participation is seen as essential component to implementation.

It is a growth oriented plan but with strong physical and social content.

The CAPIC Committee is truly a planning committee because it attempts to co-ordinate all aspects of development. I would like to illustrate CAPIC's involvement in the planning process by giving examples:

- it prepared the planning case for the GO station being downtown at the former TH&B station and has pushed for GO service as soon as possible, preferably before 1993 which is the current estimate.
- it has been the key committee in commenting on the Perimeter Road which will link the 403 to downtown. Nobody can deny public participation has dramatically changed the concept. The result is a planning rather than a transport only solution.
- It is pushing for a Regional Transportation study which would improve traffic/transportation in the central area.
- It is currently working with the Traffic Dept. to ensure parking exemptions for the downtown are retained, as incentives for development. This is in response to a management consultants report that recommends their removal.
- It has set up a study (the CBD Study) to try to ensure more pedestrian comfort (streetscaping and access to sunlight). The same study is looking at appropriate ways to tie blocks together with predestrian links and to ensure that the development potential of each block is not lost through individual developments.

- It set up the Urban Design Committee, through Council, to try to create development which is harmonious with existing and that the quality of the buildings themselves is good.
- It has proposed studies to ensure appropriate physical links and visual links with the waterfront.
- It has sponsored a high density study which made proposals for higher density residential development.

In terms of current zoning Hamilton's commercial zoning is very open (up to 11x coverage) and some developments do not need planning input. Consequently, planning objectives may not be achieved. CAPIC has called for site plan approval for all commercial development so that each application can be reviewed. In any event, the market place now is following our planning principles more closely. Proponents are more sophisticated.

For example,

- a recent application has terraced towers which allows sunlight to penetrate George Street part of our Hess Village boutique area and has low rise development fronting George Street to retain the small scale atmosphere.
- High density residential of around 8 x coverage is being proposed, many as mixed developments and some around our eastern anchor (at this end of the downtown) which counters the pull of Jackson Square our main downtown shopping centre. In one case

the existing facade is retained and the residential building stepped back from the Street to retain the intimate street character.

o Eatons has kept the integrity of the streetscape of James Street North which is one of the finest heritage streets in Canada.

Downtown Hamilton has plenty of land, it has a good scale and many interesting older buildings, its transportation will soon improve significantly (especially when the roadworks finish), it has potential for a wide sphere of influence, well beyond the regional boundaries. It will soon have a waterfront park. Hamilton is looking more attractive compared to Toronto with its high real estate prices, choked traffic corridors and long commutes and Toronto is a short distance away if you have to go. I should really start a development company of my own in Hamilton and join OIDC.

D.G.:NS

A:\NEIGHGEN.1

Still a GO

Spectator
Wed Apr. 25/90

Train service to Hamilton assured, politicians say

By EMILIA CASELLA
and JOHN BURMAN
The Spectator

HAMILTON-AREA politicians are keeping a wary eye on the prospect of GO Transit trains speeding into Guelph and Bowmanville this fall.

But they're confident Treasurer Bob Nixon's budget announcement to extend GO service into Guelph won't stall plans for Hamilton.

Hamilton's placing in GO Transit's expansion agenda is assured and awaiting an environmental assessment, they say.

"I see nothing in the budget to indicate a change in the plans for Hamilton," said Hamilton Mayor Bob Morrow.

Mr. Morrow added he would like to see the province speed up comment on the environmental assessment necessary to run GO service into Hamilton's downtown TH & B railway station.

Hamilton-Wentworth Chairman Reg Whynott is also watching the new expansion of GO Transit unveiled in the budget. "The extension to Hamilton is already on the province's agenda," Mr. Whynott said last night.

"I don't expect these announcements to delay Hamilton service at all. I'd be very disappointed if I thought for one minute we were being delayed."

But Hamilton West NDP MPP Richard Allen isn't so sure. "I'm stunned, absolutely," he said. "We were being talked about for the equivalent of GO service in 1982, when I was first elected."

Mr. Nixon's budget unveiled new train service to Guelph, Barrie and Bowmanville, using rail lines and equipment already in service.

Further service to Brantford and Peterborough will be reviewed, he said, adding the extension would make up for federal cuts in VIA rail service in January. Service to Hamilton was not mentioned.

"We're no further ahead than we were in 1982," said Mr. Allen. "The mere fact Hamilton has the scale of community it has means it should have top priority in any western development of that service."

The holdup is an environmental assessment needed to investigate running GO trains into the downtown TH & B station, said treasury spokesman David Aronoff.

The assessment is sitting on the environment minister's desk, awaiting his comment before it is released for public reaction.

Transportation Minister Bill Wrye has promised GO extension to a station at Waterdown Road, Burlington, by 1992, but won't be specific on Hamilton because of the environmental assessment.

Mr. Aronoff said the 1990 cost for three new lines will run between $5 million and $10 million — to upgrade stations and pay for the use of CN rail lines.

The only new equipment will be a $16 million train that has already been purchased for the Bowmanville line, said Mr. Nixon.

"I'm not a train man, but I believe this service is extremely important," said Mr. Nixon, who commutes by limousine every day from his farm in his riding of Brant-Haldimand.

"As I sit on the Gardiner (Expressway) and watch those double-decker green trains stream by, I'm almost tempted to ride one," he said.



REVISED APRIL 23, 1990

C.A.P.I.C. MEMBERS

1. **MEMBERS***

* Rev. Charles Forsyth, Chairman (First Place)
166 Delaware Avenue
Hamilton, Ontario
L8M 1V6
(B) 545-5238
(H) 522-9010

* Ms. Diane H. Brown (Hamilton District Chamber of Commerce)
c/o Lounsbury Realty
171 James Street South
Hamilton, Ontario
L8P 3A3
528-8541

* Mr. Gabriel Etele
General Manager
Downtown Business Improvement Area
P.O. Box 1023, Station "A"
Hamilton, Ontario
L8N 3R4
523-1646

* Gloria DeSantis
Social Planning and Research Council
Suite #602
155 James Street South
Hamilton, Ontario
L8P 3A4
522-1148

* Mr. Russell Elman (Durand Neighbourhood Assn.)
245 Bay Street South
Apt. #4
Hamilton, Ontario
L8P 3J3
(B) 575-2045
(H) 527-0380

* Mrs. Gil Simmons (North End Neighbourhoods)
449 Bay Street North
Hamilton, Ontario
L8P 1N2
522-9974

* Mrs. Kay Nolan (HWRCSSB)
11 Inglewood Drive
Hamilton, Ontario
L8P 2T2
(H) 528-6075

* Mr. Bruce Rankin (Hamilton Society of Architects)
Rankin Architect Inc.
45 Frid Street
Hamilton, Ontario
L8P 4M3
FAX 546-5289
(B) 546-1616

* Mr. Art Lomax (Hamilton Automobile Club)
106 Middleton Road
R.R. #2
Dundas, Ontario
L9H 5E2
(H) 627-7879

* Mr. Marvin Wasserman (King East Business Assn.)
Ideal Furniture
224 King Street East
Hamilton, Ontario
L8N 1B5
527-6601

* Mr. Ozzie Ferguson (United Senior Citizens of Ontario)
526-770 Queenston Road
Hamilton, Ontario
L8G 1A6
(H) 573-9771

* Ms. Helen Nemeth
196 Wilson Street
Hamilton, Ontario
L8R 1E4
(H) 525-5970

* Mr. Mark Boyak (Hamilton Real Estate Board)
Chambers & Company Limited
P.O. Box 895 - Station "A"
20 Hughson Street South
Suite 200, Union Gas Building
Hamilton, Ontario
L8N 3P6
(B) 525-5991

* Andrew McKenzie (Hamilton District Labour Council)
1025 Barton Street East
Hamilton, Ontario
L8L 3E3
547-2944 (Labour Council)

* Mr. John Eyles
McMaster University
Geography Department
1280 Main Street West
Hamilton, Ontario
L8S 4K1
525-9140 (3152)

* Mr. Francois Roesch
171 Forest Avenue
Hamilton, Ontario
L8N 1X8 525-1374

* Miss Anne Stewart (Hamilton Board of Education)
120 Duke Street
Suite #502
Hamilton, Ontario (B) 525-5060
L8P 4T1 (H) 526-0364

* Alderman W. McCulloch
c/o Aldermen's Office
City Hall, Hamilton Ext. 2730

2. **MAILING LIST** **

** Alderman G. Copps
c/o Aldermen's Office
City Hall, Hamilton Ext. 2733

** Alderman V. Agro
c/o Aldermen's Office
City Hall, Hamilton Ext. 2733

** Alderman J. Smith
c/o Aldermens Office
City Hall, Hamilton Ext. 2730

** Miss Karan Mechar
Chairman
Metropolitan Hamilton Real Estate Board
194 James Street South
Hamilton, Ontario
L8P 3A7 529-8101

** Mr. Chuck Towsley
Manager, Property and Planning
Hamilton Harbour Commissioners
650 James Street North
Hamilton, Ontario
L8L 1K1

** Miss Kathy Deiter
Urban Municipal Library
Hamilton Public Library
55 York Boulevard
Hamilton, Ontario
L8R 3K1

** Mr. Leo Laviolette
Hamilton Automobile Club
393 Main Street East
Hamilton, Ontario
L8N 3T7

** Miss Cathy Renwald
CHCH-TV CHANNEL 11
163 Jackson Street West
Hamilton, Ontario
L8P 1L7

** Mr. David Cohen
10 Portal Court
Dundas, Ontario
L9H 6A4

** Mr. Bruce Charlton, (Past Chairman)
189 Caroline Street South
Hamilton, Ontario
L8P 3L9 529-4594

** Eric McGuinness
The Hamilton Spectator
c/o Aldermen's Office

3. **STAFF** ***

*** Mr. Ted Gill
Acting Commissioner of Engineering
Hamilton-Wentworth Region Ext. 4300

*** Mr. John Barr
Planning and Development Department
Hamilton-Wentworth Region

Att: Mr. Luciano Piccioni — Ext. 4348

*** Mr. Murray Main
Director of Traffic Services
City Hall, Hamilton — Ext. 4583

*** Mr. E. W. Kowalski
Director of Community Development — Ext. 2755

*** Mr. Saad Ghanem
Department of Economic Development
Hamilton-Wentworth Region

Att: Sylvia Renshaw — Ext. 4114

*** David Godley
Planning and Development Department — Ext. 4229

*** Janet Surmanski
Community Development Department — Ext. 3941

*** John Ames
Planning and Development Department — Ext. 4280

*** Alex Georgieff, Director of Local Planning
Planning and Development Department — Ext. 4258

*** Vladimir Matus
Planning & Development Department — Ext. 4455

JHA/bs

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CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

CITY HALL, 71 MAIN STREET WEST, HAMILTON, ONTARIO, L8N 3T4

April 20, 1990

URBAN COMMUNITY DEVELOPMENT - A REPORT ON U.S. A. EXAMPLES

Prepared for CAPIC

Prepared by C. H. Forsyth

1 Within the boundaries of the Central Area (Hamilton) there are several neighbourhoods, BIA's, commercial clusterings, etc. The Central Area Plan "implementation process" has tended to concentrate on the specifics of projects, harbour 'futures', arterial and access roads, transport, etc.

All of which is most improtant of course.

2 I have been concerned that we have tended perhaps to miss a possible role for CAPIC as a 'catalyst' - or if you prefer, an 'encourager' of neighbourhood/community-based responses. In contacts I have had in certain UK cities, plus cities in the USA, I had become aware of the emerging role of community corporate organisations. For several years, I have subscribed to a LEDIS service (out of Glasgow). "LEDIS" is the acronym for Local Economic Development Information Service - and month by month a sheaf of one-page reports comes out from LED S. Via that route I have come to find out about some of the more interesting ventures in the USA and,indeed,in Canada! (Canadians are dreadful at network-building and information-sharing!)

3 More recently, I came into contact with the Enterprise Foundation (created by developer and animator, James Rouse); and acquired books by Roberta Brandes Gratz ("The Living City") and William H. Whyte (THE CITY - Rediscovering the Center....which is now out in paperback, in the US). Ms. Gratz's book included a host of specific community examples, and names of corporate inspirers and animators.

4 Following the example of the late Lyndon Johnson,I started to phone and ask for information, ideas, further contacts....depending mostly on Ms Gratz's organisation names. The response has been fantastic.

5 Contacts have been made with the following organisations:

The Ford Foundation - New York

Pratt Institute Centre for Community & Environmental Development-New York

Community Information Exchange - Washington

Centre for Community Change - Washinton

National Congress for Community Economic Development - Washington

Consumer-Farmer Foundation - New York

Local Initiatives Support Group - New York

Business in Community - London (England)

The helpfulness of the staff persons contacted has been most encouraging. They have been greatly interested in CAPIC - since it is a 'model' not used elsewhere.

6 It is impossible to provide a summary of what I have learned out of all this 'chatting up of the neighbours'. I now have a binder full of material - and David Godley will receive a binder of photocopied material, which can be shared with any of the CAPIC troops interested.

7 There are some suggestions that have arisen out of this survey:

a) we need to give more consideration to the roles of community-based development organisations (as an alternative to municipal-based or province-based initiatives). In Canada we of course are accustomed to more 'public' (state) responses than is the custom in the US; and we also have our experience of the crown corporation and public-private models. At the community level we have perhaps neglected the usefulness of community corporate economic/neighbourhood development agencies;

b) we need to think about how some of our college/university bodies might spin off 'support service' agencies - as in the Pratt Centre;

c) we need to consider 'thickening out' the BIA model to permit development/economic strategy links with the surrounding neighbourhood(s);and

d) we need to arrange to subscribe/join network systems (with their information publications). Andrew Mott's Centre for Community Change has created a national community computer network (with the active alliance of the McIntosh computer people).

8 It would seem that CAPIC could create a 'helping/referral' role for itself in this area.....that is, if CAPIC wished to do so!

CAPIC

1990 WORK PROGRAM

May 11	Urban Design Main Street West Gateway Study McNab Heritage District Urban Design Committee
June 15	Neighbourhoods Neighbourhood Plans & Studies Public Participation Neighbourhood Associations Neighbourhood Consultation
September 21	Waterfront
October 19	Planning Philosophies Sustainable Development Healthy cities Community Based Planning
November 16	Central Area Plan
December 21	Implementation Program

THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

Planning and Development Department
71 Main Street West, Hamilton, Ont. L8N 3T4

CA40NHBLA05-
C5-1P4C

C.A.P.I.C.

P5-4-7-13

Refer to File No.
Attention of
Your File No.

May 22, 1990

GOVERNMENT DOCUMENTS
URBAN MUNICIPAL

**TO ALL MEMBERS OF THE
URBAN DESIGN COMMITTEE
AND CAPIC
(CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE)**

Re: Joint Meeting of the Urban Design Committee and Capic

This is to advise you that the joint meeting of the Urban Design Committee and Capic will be held on Monday, June 4, 1990, at 4:00 p.m. in Room 233, City Hall.

Attached is the proposed agenda, and the minutes of the Urban Design Committee meeting held on April 30, 1990.

Please contact Vladimir Matus at 546-4455 or John Sakala at 546-4429 should you have any questions or if you will not be able to attend the meeting.

Yours truly,

J.P. Sakala
Co-ordinator
Urban Design Committee

VJA/JPS//ma
WPUDCM
Attach.

URBAN DESIGN COMMITTEE AND CAPIC

DATE: Monday, June 4, 1990.

TIME: 4:00 p.m.

PLACE: Room 233, City Hall
(Sandwiches and Coffee/Juice will be available)

AGENDA:

(1) Chairman Alderman John Smith: Call to order and remarks.

(2) Minutes of the meeting of April 30, 1990.

(3) Items arising from the Minutes:

- (a) Bench Advertising - draft report.
- (b) Buffer Planting - item to defer.
- (c) Draft Report, James & Vine - (ZA-89-129) - item to defer.
- (d) Zoning Applications Update ZA-90-06, King St. E. - item to defer.
- (e) Draft report from CAPIC to Planning and Development Committee - terms of reference.

URBAN MUNICIPAL
GOVERNMENT DOCUMENTS

(4) New Business:

- (a) Items forwarded by CAPIC:
  - (i) Site Plan Control for lands in Central Area Plan.
  - (ii) Ferguson Avenue Corridor.
- (b) Items forwarded by Central Business District Study Steering Committee.
- (c) Articles for information.

(4) New Projects: (for information)

(5) Date of Next Meeting: To be determined.

MINUTES OF THE MEETING OF APRIL 2, 1990 OF THE URBAN DESIGN COMMITTEE

1. The Chairman called the meeting to order and welcomed Lindsay George, Ada Dickson, Alderman G. Copps and Alderman Kiss.

2. Guest speaker, Lindsay George, Social Planning and Policy Development officer, introduced other members on the Regional Advisory Committee for the Physically Disabled:

   Alderman G. Copps - chairperson
   Ada Dickson - member
   Alderman M. Kiss - past-member

   Lindsay George described the committee and the six sub-committees which are active. The work of the Ramping Sub-committee was described in detail with some comments by Alderman Copps and Ada Dickson. Some of the issues described were:

   - inadequencies of the built environment
   - forced use of mobility devices
   - construction details, curb cuts
   - sidewalk ramp, inventory and planning
   - winter travel
   - sun orientation; microclimate
   - retrofit program/new programs
   - construction details to assist visually impaired
   - staff resources and committee representatives

The importance of involvement of a variety of components was emphasized, to address the many issues, both physical and social and the particular importance of the consumer's involvement.

Alderman Copps emphasized the importance of including these considerations in the planning of the physical environment.

Alderman Smith indicated that a park in Ward 7 was presently being planned and specifically included features for accessibility for the physically disabled.

Fred Vermuelen noted that Kitchener also has an advisory committee. He also commented that the Ontario Housing standards are insufficient.

Further discussion followed.

The chairman thanked Lindsay George, Alderman Copps, Ada Dickson and Alderman Kiss for their presentation and comments.

2. The Minutes of April 2, 1990 were received.

3.(b) Bench Advertising:

The Draft report was discussed.

Issues commented upon included number of benches, adjustment of rental costs to reflect conditions of contract, number of companies in business.

It was concluded that J. Sakala would find out how many companies did originally tender. John Sakala is also to invite the current company to the next meeting to discuss the issue.

3.(c) James and Vine Project (ZA-89-129)

Draft report not available as yet.

3.(d) Zoning Application ZA-90-06 - King St. E.

John Sakala indicated that a public meeting had not been scheduled as yet to deal with the zoning application.

Diane Dent indicated that LACAC comments request retention of the facade. Further discussion related to finding out the cost of retention and evaluating "reproduction" of the facade if construction costs are prohibitive or retention is inappropriate.

Discussion followed.

The question was raised as to what features does this development give to the City as a unique development. Discussion.

It was noted that there may be possibilities for the owner to have special consultants addressing the urban design issues and alternatives.

Committee members indicated that the owner & architect could be invited to the urban Design Committee to discuss the project.

3.(e) Draft Report from CAPIC to Planning & Development Committee re: Terms of Reference

Discussion took place on the issue of being "pro-active" or "re-active" in terms of projects or areas of concerns related to the Urban Design Committee.

John Sakala noted that CAPIC had requested a joint meeting to discuss this topic. The meeting was originally intended for May 18, but was re-scheduled for 9:00 a.m. May 11.

The Committee members indicated that the morning meeting and date was difficult for many of them to attend and suggested that CAPIC be invited to attend the next Urban Design Committee Meeting.

The next meeting date was tentatively scheduled for June 4, 1990 at 4:00 p.m.

4. The committee adjourned.

JPS/ma
WPUDCM

(3)(a)

DRAFT REPORT

FOR ACTION

REPORT TO:	SUSAN REEDER, SECRETARY PLANNING AND DEVELOPMENT COMMITTEE	DATE: May 22, 1990 COMM FILE: DEPT. FILE: P5-4-7-13
FROM:	ALDERMAN JOHN SMITH, CHAIRPERSON URBAN DESIGN COMMITTEE	
SUBJECT:	BENCH ADVERTISING	

RECOMMENDATION

That the Planning and Development Committee request the Transport and Environment Committee to consider the following to be incorporated into the agreement for placing of Benches on road allowances:

a) That the following three categories of bench types and location be established:

i) Bench Type: current benches advertising.

Location: In commercial & industrial districts.

ii) Bench Type: benches with discreet advertising in the form of a plaque (eg. this bench donated by....) on letters burned into the wooden back.

Location:
- a) in parks-fronting main streets.
- b) public places - facing out to street.
- c) residential neighbourhood.

iii) Bench Type: no advertising.

Location:
- a) historical districts
- b) facing into parks
- c) public places - facing into space.
- d) facing designated architecture and/or historical structures.

b) That for every 6 benches with advertising, 2 benches with discreet advertising and 2 benches with no advertising must be supplied.

Alderman John Smith
Chairperson
Urban Design Committee

FINANCIAL IMPLICATIONS

N/A

BACKGROUND

At present, the Regional Engineering Department administers a program through with businesses or organizations are permitted to place benches adjacent to sidewalks abutting Regional Road for advertising purposes. Such benches are governed by a series of conditions and criteria for locations which are summarized in the attached list is Appendix "1".

The benches are prohibited in the downtown area of Hamilton between Main and Wilson Streets and between Bay and Wellington Streets.

Benches adjacent to Regional Road outside the City of Hamilton are permitted only with the written approval of the affected area municipality.

The present agreement expires in April 1991. Documents are presently being prepared for tendering of a new contract.

ANALYSIS

The current contract has provided approximately 208 benches with advertising located throughout the city. The locations of the benches have generally been determined by requests from advertisers and the public with final approval by the Region. With the primary purpose of the benches being advertising, the location, orientation and use of the benches have addressed its appearance to the passing motorists with only a secondary concern of seating for pedestrians. As a result, many benches have been placed along heavy vehicular routes and adjacent to residential and open space uses.

The Urban Design Committee are concerned about the impact of these benches with advertising on the overall streetscapes. In recognizing that the benches respond to the need for additional pedestrian seating at the same time as providing advertising for a variety of business enterprises, more consideration should be given to the location and the size of advertising permitted on the benches.

It would therefore be appropriate that advertising on benches should be located in commercial or industrial area.

Similarly, residential and open space areas should not be cluttered with commercial advertising. Also, historical districts and designated architectural and/or historical structures would also be inappropriate areas for benches advertising to be located.

In recognizing that some forms of bench advertising may be of a discreet nature, certain locations may be appropriate.

CONCLUSION

In the interest of good urban design and to permit additional pedestrian seating by means of allowing advertising the present program of bench advertising should be modified to include the following:

a) That the following three categories of bench types and locations be established:

   i) Bench Type: current benches with large advertising.

      Location: In commercial districts.

   ii) Bench Type: benches with discreet advertising in the form of a plaque (e.g. this bench donated by...) or letters burned into the wooden back.

   iii) Bench Type: no advertising.

      Location:
      a) historical districts
      b) facing into parks
      c) public places.
      d) facing designated architectural and/or historical structure.

b) That for every 6 benches with advertising, 2 benches with discreet advertising and 2 benches with no advertising must be supplied.

JPS/ma

BENCH ADVERTISING

AGREEMENT CONDITIONS

Conditions for the privilege of placing benches on sidewalks abutting Regional roads:

1. Annual fee of $21.00 for 1988, $22.00 for 1989 and $23.00 for 1990.

2. The applicant provides an inventory listing exactly where benches are placed.

3. The applicant provides a map showing the location of where each bench is situated.

4. Prior to the placement of any bench, approval of the Neighbourhood Businessmen's Association must be obtained.

5. The applicant shall make available to the Region 5% of the benches for local service organizations.

6. The applicant shall provide insurance policies for any claim for damages, injury or death.

7. The applicant will, at all times, keep and maintain the benches in a good and proper state of repair and safety.

8. This agreement shall be for a period of four years.

There are 179 benches covered by this agreement.

3(e)

DRAFT.

capic

CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

CITY HALL, 71 MAIN STREET WEST, HAMILTON, ONTARIO, L8N 3T4

March 26, 1990

MEMORANDUM

TO: Susan Reeder, Secretary

FROM: Charles Forsyth
Chairperson, CAPIC

RE: Urban Design Committee Terms of Reference

RECOMMENDATION

That the Terms of Reference for the Urban Design Committee be changed by adding in point 9) Reviewing development applications which have a major urban design impact.

BACKGROUND

The Urban Design Committee has been operating within the attached Terms of Reference since 1988 (see attached).

The Terms of Reference were drafted without the mandate of commenting on individual development applications. The Planning and Development Committee may request comments.

The Central Area Plan calls for a high quality of urban design in the downtown to protect property values and encourage additional development.

CONCLUSION

It appears appropriate for development proposals to be considered by the Urban Design Committee to assist with reviewing major applications and acting as a sounding board to the Planning and Development Department as long as the process is not slowed down.

TERMS OF REFERENCE

URBAN DESIGN COMMITTEE

INTRODUCTION

Urban design is a component of city planning which addresses the inter-relationships of buildings and open spaces. It is generally concerned with the form and appearance of the structures and open space in which land use activities take place. Specifically, it is concerned with the following visual and functional matters:

Visual

- massing of buildings
- relationship of buildings to each other
- appearance of individual buildings.
- the definition of open space by buildings
- the appearance of open spaces including streets, parks, parking lots, and privately owned areas visible to the public

Functional

- pedestrian linkages between buildings, between buildings and open space, and between open space and open space
- integration of the pedestrian system with the vehicular system
- solar access
- shelter from wind and the elements
- defensible open space - design that reduces crime

The purpose of urban design is to improve the quality of life and strengthen the economy.

Environmental excellence brings the following benefits:

- the enjoyment of being in a delightful environment enriches everyday living
- a confidence and spirit of well being grows out of pride in a beautiful city
- an attractive physical environment contributes to attracting people both to a particular area in the city and to the city itself. Business will be encouraged to remain and expand
- a good city image will attract business to the city
- a visually attractive city which works well will attract tourism and conventions
- good urban design can contribute to the growth of a city and create more tax assessment and employment

There are significant opportunities for urban design in Hamilton, particularly in the Central Area which already contains many positive urban design features and where change is likely. A small urban design section was set up in 1974 within the Planning and Development Department. Some urban design initiatives have already begun, e.g. downtown streetscaping, heritage district studies, the proposed + 15 walkway system and the waterfront study.

However, it is felt that a greater impetus for urban design is needed. Currently urban design responsibilities are fragmented. It is felt that an advisory committee similar to LACAC and CAPIC would provide a suitable focus for urban design.

It is, therefore, proposed that a committee be set up under the following terms:

MANDATE

The responsibilities of the Urban Design Committee are to advise Council on urban design matters. Urban Design Committee will report to the Planning and Development Committee. Its priority will be the Central Area and it will work with the general urban design policies of the Official Plan and the more detailed urban design policies of the Central Area Plan. Specifically, the Urban Design Committee will be responsible for:

1. Generating and reviewing urban design policies.

2. Establishing urban design guidelines for various areas taking into account:

   a) massing of buildings including heights, setbacks and skyline;

   b) architectural relationship of buildings to each other including textures, material, detailing and scale;

   c) the definition of open spaces including enclosure, views, vistas and focal points;

   d) the treatment of open spaces including streetscaping, landscaping, screening, parking lots, art forms, advertising, etc.;

   e) the appearance of streetscape including building restoration, cleaning and painting, clutter and advertising signs;

   f) linkages between buildings and buildings, buildings and open space and open space and open space, including interior walkways, underground walkways, exterior pedestrian links, access for the disabled, etc.;

   g) integration of the pedestrian and vehicular system;

   h) weather mitigation including access to sunlight in open spaces, passive solar heating, liveable winter cities, minimizing wind tunnel effects, etc.; and,

   i) defensible open space - designing environments to reduce crime.

Guidelines will be prepared for both infill and comprehensive development and for both public and privately owned properties. They may be in the form of general guidelines or design briefs for specific sites. The means of implementing the strategy, e.g. legal measures such as zoning and site plan control, negotiation, funding, education and promotion will be specified.

3. Providing information, education and promotion on urban design matters including:

   - urban design awards
   - literature
   - presentations
   - displays
   - seminars

4. Ensuring guidelines and policies are followed by setting up a system for:

   - input into specific proposals
   - reviewing and monitoring results of development on the ground.

5. Ensuring public participation in appropriate urban design matters.

6. Liaising with other committees which have urban design interests, e.g. Central Area Plan Implementation Committee (CAPIC). Downtown Action Plan Co-ordinating Committee (DAPCC), Local Architectural Conservation Advisory Committee (LACAC), Waterfront Implementation Committee (WIC), etc. The Urban Design Committee is intended to supplement these committees rather than supplant their functions.

   Liaising with departments and agencies which have urban design interests, etc., Planning and Development Department, City Architects Department, Community Development Department, Ontario Association of Architects, etc.

7. Advising on legislation and funding for urban design.

8. Engaging in organizational planning by:

   - establishing goals and objectives
   - examining trends and issues
   - identifying options and selecting a strategy
   - establishing work program priorities
   - implementing the strategies and work programs
   - monitoring and evaluation
   - reviewing committee's operation and role

ADMINISTRATION

The Urban Design Committee will include:

- a representative of CAPIC
- a representative of LACAC
- a representative of the design professions e.g. Architect, Landscape Architect, Urban Designer
- a representative of the Central Area Business Community
- a representative of the Planning and Development Committee

These members will have an interest in urban design but not necessarily be professionally qualified. Staff will be relied upon for technical expertise.

The core group will add other members to the committee as they feel appropriate.

The committee will elect a Chairman and Vice-Chairman. Meetings will be held at the call of the Chairman. Other administrative matters will be dealt with by the Committee. A staff person from the Planning and Development Department will provide co-ordination. Staff of City and Regional Departments will be available when necessary.

DG/pb.

(4)(a)(i)

From Central Area Plan

ADOPTED BY HAMILTON CITY COUNCIL TUESDAY OCT 11, 1983

Site Plan Control	4.9.1.13	Site plan control will be applied throughout the Central Area for all developments, except one and two-family dwellings.

Site Plan Control	Development control over site design features of a development, including grading, landscaping, access, parking lot layout, building design and overall site design. Site Plan control is authorized under Section 4 of the Planning Act.

(4)(a)(ii)

Policies from the Central Area Plan Relating to Ferguson Ave.

Adopted by Hamilton City Council Tuesday October 11, 1988 (Item 14(a))

GOALS OF THE PLAN

The goals of the Central Area Plan are to:

- provide an attractive lively, human scale environment with appropriate physical social and human infrastructure;
- give greater priority to the Central Area in terms of planning, development, implementation, monitoring and promotion;
- maintain and increase the resident population, commercial services, social and government services, as well as the quality of life in general;
- direct new multi-purpose developments into the downtown core with special emphasis on residential components;
- minimize the impact of through-traffic on the downtown core and residential neighbourhoods;
- encourage mixed-use development;
- encourage effective urban design, architectural considerations, and energy conservation in land use and building location, content, and style through appropriate urban design guidelines;
- encourage suitable waterfront development with appropriate links to the downtown;
- enhance the Central Area's role in the Hamilton-Wentworth Region and the surrounding Market Area particularly regarding commercial development; and,
- direct attention to the primary objectives of growth, job creation and a healthy economy; and,
- ensure the highest environmental standards which are fundamental to effective urban planning.

2.9.12 Council will encourage the establishment of an eastern anchor on King Street East to link activities at the centre of the DOWNTOWN CORE with Wellington Street. An eastern anchor may consist of, but will not be limited to, a major retail complex, office development, mixed use building and/or recreation centre.

Relocation of Railroad Tracks

4.9.3.8 Council will encourage the relocation or removal of railway tracks which do not require a Central Area location. The future of these lands will be subject to special study.

General Designation Policies

"A.2.9 DOWNTOWN CORE

"The Regional Official Plan designates the Centre of Hamilton as the "Regional Centre", which encourages a variety of uses to locate in the area. As a primary economic area, intensive commercial activities are encouraged. As a centre of government and social services, the DOWNTOWN CORE will be promoted for additional institutional activities. Further, high density residential uses will be encouraged, including mixed use commercial/residential developments.

It is the intent of this Plan to provide for an attractive, vibrant, well-designed and human scale environment which will make the Central Area a desirable place to live and work, and as a result attract further growth. In order to achieve this, the Plan promotes a mix of uses in the DOWNTOWN CORE in order to foster a high level of employment opportunities, economic activity and government and social services, as well as a desirable place to live and work.

Therefore, a wide range of retail outlets is encouraged, including full-line and junior department stores, specialty, food and general merchandise stores. In addition, the Plan promotes the location of head offices and large branch offices of finance, insurance and real estate serving both Region-wide and specialized interests in the DOWNTOWN CORE. The Plan also promotes the location of district offices of Federal, Provincial and special interest agencies serving residents throughout the Region and beyond.

Areas designated as DOWNTOWN CORE are within the Central Area and are also subject to the policies of Subsection A.4 - Central Area Plan.

2.9.1 To maintain and enhance the DOWNTOWN CORE, as shown on Schedule "A", as a Regional Centre, a mix of uses will be encouraged. These uses are as follows:

i) Commercial uses in the form of office buildings, as well as, concentrations of stores and offices in smaller individual buildings at street level;

ii) Residential development for all levels of income, including mixed use commercial/residential buildings; and

iii) Institutional uses, particularly government, social service and non-profit offices servicing local and surrounding residents. The location of uses will be addressed in detail in Council-adopted Neighbourhood Plans.

2.9.2 To strengthen the DOWNTOWN CORE as the primary commercial centre of the Region, the DOWNTOWN CORE will be promoted as the most appropriate location for new office buildings, retail establishments and other concentrated commercial uses which will create employment opportunities, particularly for those who live in the area, and attract people to the area.

2.9.3 Council will encourage the following Commercial uses to locate in the DOWNTOWN CORE:

i) department stores and other large retail outlets; and,

ii) head and branch offices of finance, insurance, real estate, other service and industrial firms.

2.9.4 To enhance existing commercial areas in the DOWNTOWN CORE and provide alternative focal points to Jackson Square, existing commercial development along James Street, Hess Village, and the area east of James Street will be reinforced and intensified, by encouraging new anchors and attraction nodes, recognizing their special attributes and characteristics.

2.9.5 The consolidiation of existing commercial development in the DOWNTOWN CORE will be encouraged through infilling, intensification and rehabilitaiton.

2.9.6 Mixed office/retail and residential buildings will be encouraged, where feasible.

2.9.7 Residential development will be actively encouraged through actions taken by Council which may include special incentives, and land acquisition programs as may be determined by special studies.

2.9.8 Conversion of non-residential buildings to residential uses will be encouraged, particularly where commercial space is underutilized, which may include upper floors of retail space.

2.9.9 Council will encourage federal and provincial governments, and public agencies to locate district offices in the DOWNTOWN CORE in order to strengthen and enhance the role of the DOWNTOWN CORE as a government centre.

2.9.10 Council will encourage the location and expansion of non-profit organizations in the DOWNTOWN CORE to better service the City and Region.

2.9.11 Open space will be provided in the DOWNTOWN CORE to contribute to the general amenity and leisure opportunities in the area.

2.9.12 Council will encourage the establishment of an eastern anchor on King Street East to link activities at the centre of the DOWNTOWN CORE with Wellington Street. An eastern anchor may consist of, but will not be limited to, a major retail complex, office development, mixed use building and/or recreation centre. ⁴

4.2 MIXED USE

Areas designated for Mixed Use are intended to function as a mixed use area where new development and expansions of all existing uses will be permitted, provided it can be determined that it will not have an adverse impact on adjacent land uses. Uses permitted in the Mixed Use area include Light Industrial, Commercial, Residential, Institutional, Recreational and related ancillary uses to the primary permitted uses.

In the Mixed Use area, careful attention will be paid to the location of any new residential uses in relation to existing uses so that the residential component is attractive and livable.

Industrial, commercial, residential, institutional and recreational uses will be permitted within the Mixed Use areas:

- to permit existing uses to remain, where appropriate;
- to encourage a mix of new uses;
- to achieve rationalization of different land uses so that pockets of new development will not adversely affect existing uses;
- to consider each application for new development or expansion on its individual merits with a view to the long-term goals of the Central Area Plan for growth and revitalization in the Central Area and an attractive, healthy environment for residents, business and industry.

4.2.1 Policies

Permitted Uses

Within the areas designated Mixed Use on Schedule A-1, commercial, industrial, residential and institutional/recreational uses will be permitted, provided they are compatible with adjacent land uses in accordance with Subsection 4.10 of this Plan. The location of uses will be addressed in detail in Council adopted Neighbourhood Plans.

Compatibility of Uses

4.2.2 The expansion of existing commercial, industrial, multiple residential, institutional and recreational uses and establishment of new uses will be encouraged in accordance with policies relating to the compatibility in Sub-section 4.10 of this Plan.

Industry

4.2.3 Appropriate light industrial uses will be permitted in Mixed Use areas, such as, but not limited to, food processing, warehouses, manufacturing or assembly plants, laboratories, research facilities, professional and business service establishments and communications facilities or related uses.

Incentives

4.2.4 In conjunction with the Region, Council will identify measures to encourage appropriate industries to locate in the Central Area. Accordingly, a study should be undertaken to consider similar actions by other cities, special legislation, promotion techniques, possible acquistion of property and re-use of existing buildings.

4.4 NEIGHBOURHOOD RESIDENTIAL

The areas designated for Neighbourhood Residential are lands where the predominent use is and will continue to be housing. These existing residential neighbourhoods should be preserved and strengthened and only uses compatible with housing will be encouraged to remain or locate within these areas. Commercial, institutional and recreational uses of a scale and type which is appropriate to the needs of the Neighbourhood are encouraged. Conversions of residential buildings to limited commercial uses will be permitted as long as the residential character of the area is preserved.

A strong residential component close to the downtown is essential to:

- maintain and enhance the downtown's economic and service functions;
- reduce dependency on commuting and transportation facilities; and,
- provide a market for the downtown's concentration of government, retail, institutional and service facilities.

Permitted Uses

4.4.1 The areas designated Neighbourhood Residential on Schedule A-1 will be preserved as prime residential locations in accordance with Subsection A.2.1 where residential development will be enhanced and protected through:

i) provision of community services;
ii) zoning protection;
iii) mitigation of traffic impacts;
iv) separation and buffering of incompatible use; and,
v) other appropriate measures.

4.4.2 Local Commercial uses will be permitted at a scale and type compatible with the residential uses. The location of uses will be addressed in detail in Council adopted Neighbourhood Plans.

Commercial

4.4.3 Notwithstanding the provisions of Subsection A.2.2, limited conversion of residential structures to commercial use will be permitted, to allow for the preservation of residential attributes and the streetscape of an area. Commercial uses should be limited to professional offices such as, but not limited to, doctors, accountants and lawyers in the existing buildings only. Commercial conversions should be evaluated on the following general basis:

i) the residential character of the surrounding area should be maintained;

ii) the conversion should have minimal impact on the surrounding area particularly in terms of traffic and parking;

iii) the proposal should be located near other commercial, mixed use or high activity areas (e.g. arterial roads);

iv) the building should maintain a residential component; and,

v) the proposal should not have any significant adverse effect on the supply of affordable housing in the area.

Variety of Housing

4.4.4 Within areas designated Neighbourhood Residential, a variety of housing types and tenures for all levels of income will be encouraged. Special emphasis will be given to suitable accommodation for families, the disabled, seniors and others in need.

Social Housing

4.4.5 Social housing which is well-designed, contains approprate amenities for its tenants, takes advantage of services and facilities existing in the area and is integrated into the community will be encouraged.

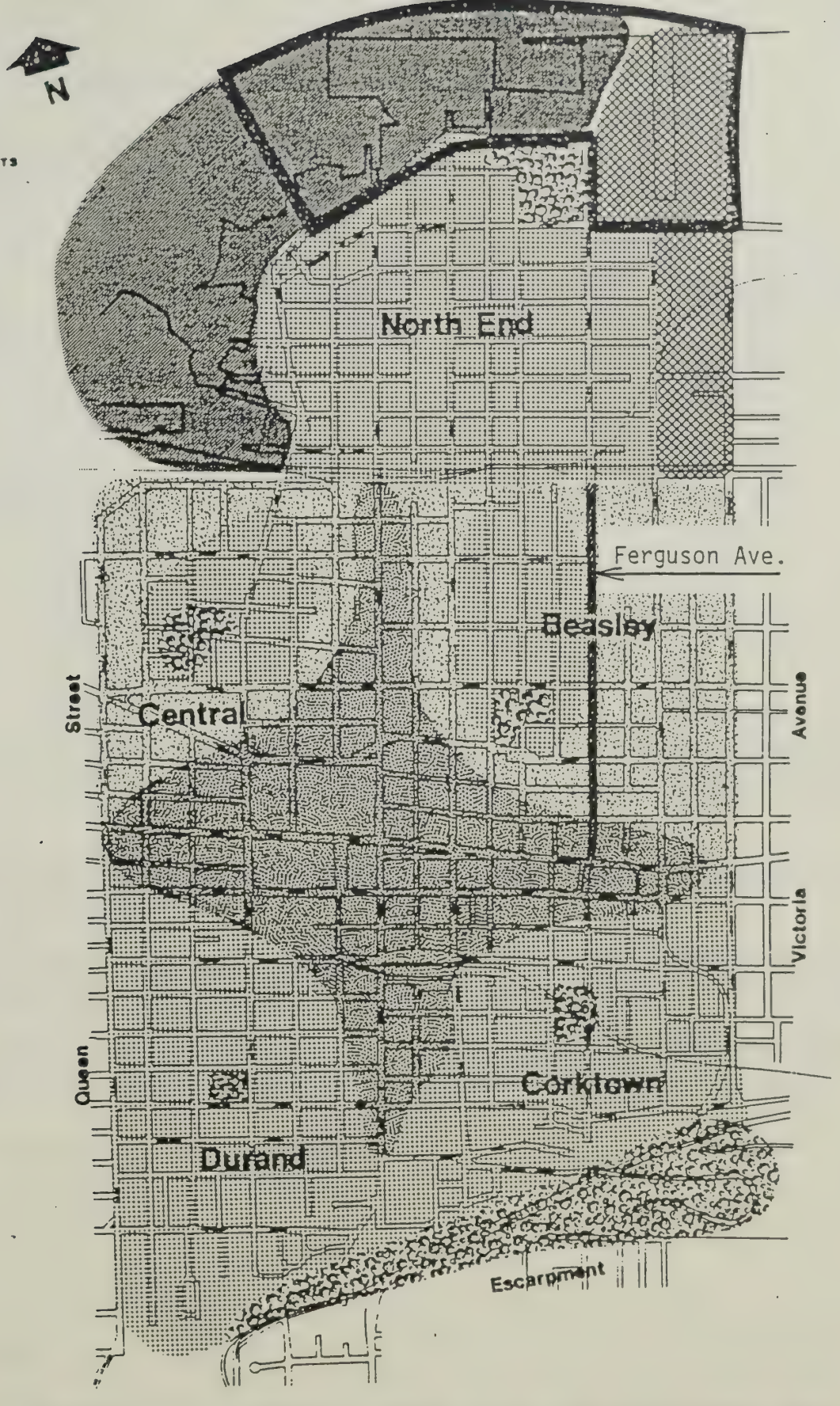
Traffic

4.4.6 In order to minimize disturbance and enhance the residential amenity within residential areas, through-traffic will, wherever feasible, be encouraged only along major roads.

Rehabilitation

4.4.7 The rehabilitation of older or deteriorating housing will be encouraged whenever possible and desirable.

Preservation	4.4.8	Demolition control legislation will be used as a means to preserve viable dwelling units.
Infilling	4.4.9	Redevelopment in the form of rehabilitation and infilling of a scale and design which is compatible with existing development will be encouraged.
Low-rise, Medium-Density Development	4.4.10	Innovative low-rise, medium-density developments which are energy-efficient, respect existing views and vistas of the Bay and the Escarpment and are of a high architectural standard will be promoted and encouraged. In this way, the scenic features of the Escarpment and the Bay will be preserved and protected.
Park/ Residential Development	4.4.11	Special areas will be set aside for integrated park and residential development designed to preserve and revive existing older neighbourhoods. These areas will be identified in neighbourhood plans.
Community Facilities	4.4.12	The existing infrastructure of community facilities and services, such as schools, hospitals, day-care facilities, drop-in centres, neighbourhood stores, parks, etc., will be maintained and augmented.



SCHEDULE A-1 CENTRAL AREA LAND USE STRATEGY 2001

LEGEND

- Downtown Core
- Mixed Use
- Mixed Industrial/Commercial
- Waterfront Recreation
- Neighbourhood Residential
- Parks and Open Space
- Shipping & Navigation

(4)(b)

THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

Planning and Development Department
71 Main Street West, Hamilton, Ont. L8N 3T4

Refer to File No P5-4-7-18
Attention of
Your File No

May 17, 1990

MEMORANDUM

TO: John Sakala

FROM: David Godley

RE: Urban Design Committee Items

The Central Business District Study Steering Committee met on May 16, 1990. It requested that the following items be referred to the Urban Design Committee and placed on their agenda for June 4, 1990:

1. That urban design guidelines be established for areas within the Central Business District (CBD) (see map);

2. That site plan applications within the CBD address wind and shadow aspects and their mitigation (see attached resolution of Council from July, 1988, for background information);

3. That the Urban Design Committee meet with the proponents of the Robinson's department store redevelopment so that site plans submitted can reflect urban design objectives.

Please see me if you need further information.

Neely Law

for DG:CS

A:\CBDSTUDY

BACKGROUND INFORMATION

23 a) That as part of the site plan approval process, a brief impact statement be employed, for the purpose of reviewing the impact of new multiple residential developments in the Central Area, with regards to:

(i) streetscape compatibility (building heights, front and side yard setbacks, etc.);

(ii) shadow casting;

(iii) wind effects;

(iv) views and vistas;

(v) traffic.

b) That the site plan application forms be amended to include space for brief impact statements on:

(i) streetscape compatibility (building heights, front and side yard setbacks, etc.);

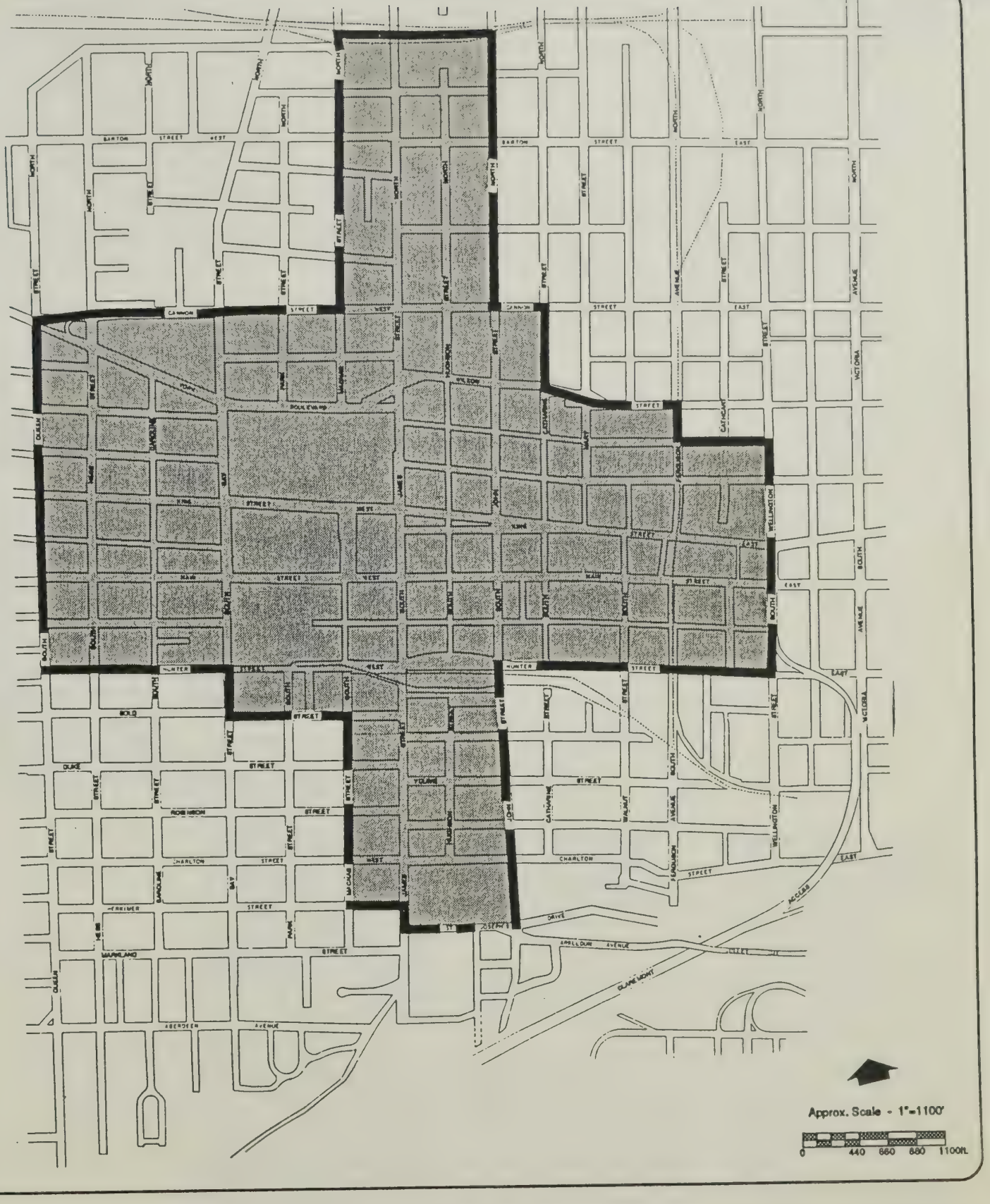
(ii) shadow casting;

(iii) wind effects;

(iv) views and vistas;

(v) traffic.

c) That the process be monitored for one year to evaluate impacts and that the matters be referred by the Planning and Development Committee to the Planning and Development Department.



LEGEND

BOUNDARY

Central Business District (CBD) Study

MAP No.1

Central Business District (CBD) Study Boundary

MAY 1990

CA4ONHBLA05
C51P4C
URBAN/MUNICIPAL

capic

CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

CITY HALL, 71 MAIN STREET WEST, HAMILTON, ONTARIO, L8N 3T4

NOTICE OF MEETING

Friday, June 15, 1990

9:00 a.m.

Room 233, Hamilton City Hall

David Godley

David Godley, CAPIC Co-ordinator
(546-4229)

AGENDA

1. Chairperson's Remarks and Correspondence - Charles Forsyth.

2. Members' Reports (two minutes maximum).

3. Minutes of Meeting held May 11, 1990 (attached).

4. Royal Commission on the Future of the Toronto Waterfront
   (Deborah Williams from the Royal Commission) 9:30
   (Report attached) - DISCUSSION

5. Long Distance Rail - Transport 2000 (John McCullum, President,
   Ontario Chapter) 10:00 - DISCUSSION

6. Actions arising from the Minutes:
   a) HSR Presentation (see letter)
   b) Pro-active roles (John Eyles)
   c) Royal Commission on the Future of the Toronto Waterfront (Item 4)
   d) Ferguson Avenue (Item 8e)
   e) Urban Design Committee joint meeting (held June 4)
   f) Transport 2000 & Long Distance Rail (Item 5)
   g) Postal Services Downtown (see letters)
   h) Main West Gateway (Item 8)

i) Macnab Heritage District (see letter)
j) Durand South Heritage District (Item 9)
k) other

7. Main West Study (Vladimir Matus) 10:30 - DISCUSSION

8. Urban Design Guidelines (Vladimir Matus) - DISCUSSION

9. Durand South Heritage District (Ann Gillespie, Planning Dept.) - INFORMATION

10. Public Participation in the Central Area (David Godley) - DISCUSSION

11. Updates:
    a) Perimeter Road (David Godley)
    b) CBD Study (David Godley)
    c) Regional Municipal Housing Statement Seminar (Charles Forsyth)
    d) Regional Transportation Study (John Ames)
    e) Downtown Gateways (Vladimir Matus)

12. Possible change of meeting dates to the 2nd Friday of the month. - DISCUSSION

13. Pending items - INFORMATION

14. Information and other business

15. Next meeting - with the Harbour Commission, 26 June, 2:00 p.m.
    Regular meeting - 14 September 1990 at 9:00 a.m.
    - Subject: Waterfront & CBD Study including +15 Policies
    NB: SUMMER MEETING SCHEDULE ATTACHED

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CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

CITY HALL, 71 MAIN STREET WEST, HAMILTON, ONTARIO, L8N 3T4

MINUTES

CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

City Hall, Room 233

Friday, May 11, 1990

MEMBERS ATTENDING

Charles Forsyth - Chairperson	First Place
Gloria DeSantis	Social Planning and Research Council
Gil Simmons	North End Neighbourhoods
Ozzie Ferguson	United Senior Citizens of Ontario
Anne Stewart	Hamilton Board of Education
Russell Elman	Durand Neighbourhood Association
William McCulloch	Alderman Ward 2
Kay Nolan	Separate School Board

REGRETS

Arthur Lomax	Hamilton Automobile Club
John Eyles	McMaster University
Gabriel Etele	Downtown B.I.A.
Andrew Mackenzie	Hamilton & District Labour Council
Helen Nemeth	Beasley Neighbourhood
Bruce Charlton	Past Chairman
Diane Brown	Hamilton & District Chamber of Commerce
Mark Boyak	Hamilton Real Estate Board
Bruce Rankin	Hamilton Society of Architects
Francois Roesch	Corktown/Stinson Neighbourhood

STAFF

David Godley (Co-ordinator)	Local Planning
Vladimir Matus	Local Planning
Grant Osborn	Local Planning
Neely Law	Local Planning
Roland Karl	Traffic Department
John Sakala	Local Planning
Ted Gill	Engineering Dept.
Ann Gillespie	Local Planning
Scott Galbraith	Economic Development Department
Peter Lampman	Building Department

Chairperson's Remarks

1. The Chairperson called the meeting to order at 9:05 a.m. after a presentation by Ted Gill on the Perimeter Road.

Members Reports

2. Gil Simmons gave a review of the David Crombie hearing on the Greater Toronto Waterfront and noted that no one from Hamilton Wentworth was in attendance.

3. Russell Elman suggested we send an observer from the City or Region.

4. Russell Elman reported that the Durand Neighbourhood held their annual meeting on Tuesday, May 8 and that the main topic of the meeting was that the Durand Neighbourhood is going to go through a process of change as it approaches the next century. The meeting spotlighted:

   a) GO train expansion to T.H.&B. station
   b) Regional Headquarters Building

   He also reported that the Central Public School is near capacity and that the school's population is increasing. As well, Russell reported that there was now a special liaison committee between the police and the Durand Neighbourhood Association for the purpose of increasing the sense of security and safeness in the neighbourhood.

5. Ozzie Ferguson said that he does not have any information yet on information requested at the last meeting. He mentioned that the United Senior Citizens of Ontario had found a new office at the Y.W.C.A. on Ottawa Street.

6. Gloria DeSantis said that there is to be a meeting on May 24th on Regional Housing and a Conference on affordable housing for June 16 sponsored by the Regional Chairmans Housing Task Force.

7. The Chairperson talked about the high speed train service proposed in the Quebec City to Windsor corridor. He said that he hoped it would not exclude Hamilton. He said that GO train might be held up by Environmental Assessment Hearings. He passed this concern on to Alderman McCulloch.

8. The Chairperson said that Planning and Development Department should send an observer to the Greater Toronto Waterfront meetings.

9. Gil Simmons said she had talked to David Crombie informally asking for an extension to the Niagara River but he refused to make a commitment.

10. It was moved by Gil Simmons; seconded by Russell Elman and passed that the Region should be asked to request that the greater Toronto Waterfront boundary should be broadened and should be extended to include the Region and that staff should attend meetings as necessary.

ACTION: David Godley

11. Gil Simmons volunteered to be an observer to the waterfront study meetings.

Minutes of April 20 Meeting

12. Russell Elman suggested that the press presence should not be included.

13. Gloria DeSantis said Item 30 should state the purpose of the public meetings for the Perimeter Road.

14. Gil Simmons noted that Item 32 should be reversed to read "the Perimeter Road should wait until the Transportation Study is finalized."

15. Russell Elman wanted Item 15 to read that "there seems to be a particular problem with cars not being able to turn left" instead of "problem with cars turning left". The minutes were passed and amended as suggested.

Lots of Record Presentation

16. Peter Lampman gave a presentation on lots of record and explained their purpose was to recognize lots existing before zoning by-laws had come into effect in 1950. Lots of Record allowed these lots to be smaller than the zoning by-law requires. He said that lots of record include parcels of land existing before 1950, or plans of subdivisions registered before 1950.

17. The Chairperson asked about a situation where the owner has 3 lots of record.

18. Peter Lampman said you can build without severances. But, this only applies to single family dwellings.

19. Russell Elman asked how lots of record can be reviewed.

20. Peter Lampman said that lots of record are not unique to Hamilton. You can do title searches and may look at deleting areas from lots of record, or deregister a subdivision, but there may be legal problems. It is easier to delete parcels rather than whole areas.

Marketing Strategy

21. Scott Galbraith gave a presentation on the marketing strategy for Hamilton. He showed and explained brochures and said that he wanted to hear CAPIC's comments. He also wanted to know about CAPIC's ideas for an eastend anchor for downtown. He said that comments or suggestions will have to be in time for the Economic and Development Committee meeting, June 18th.

22. Anne Stewart said that there was nothing about education except for Mohawk College and McMaster University. She said there should be more about secondary and public schools.

23. Russell Elman said pictures should be identified. He suggested an overview from Sam Lawrence Park. He said the downtown picture looked scattered.

24. Scott Galbraith said other photos are going to be used. He said he will send photos to CAPIC to review.

25. Russell Elman said we need photos of shopping, housing, streetscape, Central Public School and Gore Park.

26. Gil Simmons asked who the package was for - people who want to develop downtown or for companies that want to move employees here.

27. Scott Galbraith said that it was for both groups.

28. Gil Simmons made a suggestion that they should show older buildings to express the character of the City. People were not interested in new buildings many of which looked alike.

29. The Chairperson said that there should be more of an emphasis on the human scale and that we should show that the community is committed to maintaining and improving downtown. Also, he noted that the Community is concerned with the training of its whole workforce.

30. Alderman McCulloch said he was impressed with the contributions of the committee which helped him do his job at the Regional Economic Development Committee meeting.

31. Scott Galbraith gave an inventory of 10 sites and wanted CAPIC'S ideas for an east end anchor. He suggested that new development along Ferguson would help an east end anchor. He also told the meeting that the tracks were coming out of Ferguson Street.

32. The Chairperson said that 'Urban Design' will be needed urgently on Ferguson Avenue with respect to height and densities. It was agreed that the matter should be referred to the Urban Design Committee.

(ACTION - David Godley)

33. Gil Simmon said she was concerned with how much redevelopment Hamilton is expecting to see. She wanted to know if we are spreading ourselves out too far with patches at Wellington Street and Bay Street.

34. Anne Stewart said Hamilton has a great amount of commercial space available and noted that restored buildings seem to keep their tenants longer than new buildings. She said Ferguson has the opportunity to develop.

35. The Chairperson said that he was more interested in scale and texture compared to the notion of anchors.

Matters Arising from the Minutes

36. David Godley went over all items briefly, with some discussion.

37. Gil Simmons nominated Russell Elman for Vice-Chairperson, seconded by Alderman McCulloch, passed and accepted.

38. The parking garage panel was shown by David Godley.

39. Anne Stewart said she had concerns about parking especially below ground. She noted that parking below ground has to be redone every 8 years. Therefore, she is opposed to underground parking. She suggested we look into temporary structures that she saw in the south.

40. David Godley gave a presentation on interim controls and said they will become available to the city in October.

41. The proposed meeting with Urban Design is to be held on June 4th.

(ACTION - David Godley)

42. David Godley said Art Lomax is arranging for the president of Ontario Transport 2000 to address CAPIC on long distance rail.

(ACTION - David Godley)

43. Gil Simmons wanted to know if City and Region are having discussions about long distance rail. She recommends that the matter be explored.

44. It was agreed that an information report be forwarded to the Planning Committee.

(ACTION - David Godley)

45. Neely Law presented the panel on visual analysis of the Central Business District (CBD).

46. Russell Elman wanted to know how landmarks were picked.

47. Neely Law said Mark Hornell picked landmarks and that they tend to be churches.

48. Russell Elman said Jackson Square should be a larger node and that Copps Coliseum and the Art Gallery should be designated as landmarks.

49. Gil Simmons suggested people send in a map of CBD with what they think are the important areas of downtown.

50. The committee were concerned about new post office facilities in the downtown. John Sakala said there was a new facility in Jackson Square.

51. The Chairperson said we should ask the Post Office about the deployment of all services in the downtown area.

(ACTION - David Godley)

Main Street West Gateway

52. Vladimir Matus gave a report on the status of the Main Street West Gateway. He said that development is happening very fast and that there is almost no time for planning.

53. Russell Elman wanted to know if the mandate went beyond Queen Street.

54. Vladimir Matus thought that the area should be from the City limits to First Place.

55. The Chairperson said that we need sometime to get this on the agenda and for a memo discussing implications of the limits of the study area. He also wanted to know the next steps to take in this process. He asked that Vladimir be invited back.

ACTION: David Godley

56. Russell Elman asked about removing a lane from Main St. once the Perimeter Road is completed.

57. Alderman McCulloch said that Traffic Department fought against taking lane off Main Street.

58. Gil Simmons said we shouldn't look at this until the transportation study is done.

59. David Godley said Dale Turvey is preparing a terms of reference for the Transportation study and that CAPIC will have input.

McNab Heritage District

60. Ann Gillespie gave a review of the MacNab Heritage District and noted that it was the second historical district in the city and the first in the central area. She also said it will take several more months before being officially designated.

61. Russell Elman wanted to know if apartments across the street (the Hurst Buildings) could be included in the Historical Designations.

62. Anne Stewart asked if it is common to have a variety of types in any one designation.

63. Ann Gillespie said that it was unusual to have different varieties.

64. Russell Elman said that when the regional headquarters is planned it must take into context the whole district.

65. The Chairman said they should consider expanding district heritage preservation across the railroad tracks and to include Central Public School and St. Marks Church. Staff should bring this idea to LACAC.

ACTION: Ann Gillespie

66. Russell Elman said we should send a congratulatory note to LACAC for this first step and that Ann should be invited back to CAPIC to discuss the proposed Durand South Heritage District.

ACTION: David Godley

67. Gil Simmons said that the underpass needs improvement but that it cannot be lost.

68. The Chairperson adjourned the meeting at 12:30 p.m.

69. The next meeting will be June 4th jointly with the Urban Design Committee. The next regular meeting will be June 15.

G.O.:ns
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FOR ACTION

REPORT TO: Susan Reeder, Secretary
Planning and Development Committee

DATE: May 17, 1990
COMM FILE:
DEPT. FILE: P5-4-7-9

FROM: Charles Forsyth
Chairperson, CAPIC

SUBJECT:

Royal Commission on the Future of the Toronto Waterfront.

RECOMMENDATION

That the City of Hamilton request Regional Council to petition the Royal Commission on the Future of the Toronto Waterfront to extend their area of study to include the Hamilton-Wentworth Waterfront.

That Regional Council be requested to direct staff from the Regional Planning and Development Department to attend public hearings and other meetings, as necessary, and report back on matters relevant to the Region and City.

David Godley
for Charles H. Forsyth
Chairman
Central Area Plan Implementation Committee

BACKGROUND

The Commission is at the halfway stage through its mandate of preparing a strategy for planning along the Toronto area shoreline, which it is due to be completed in 1991.

The area covered by the Commission is from Durham to Halton. At present, half the Hamilton Harbour, on the Burlington side, is under consideration by the Commission. The Hamilton side is not within the Commission's area of study.

After consideration at the May 11th meeting, CAPIC felt that some public involvement on behalf of the Region and the City was required.

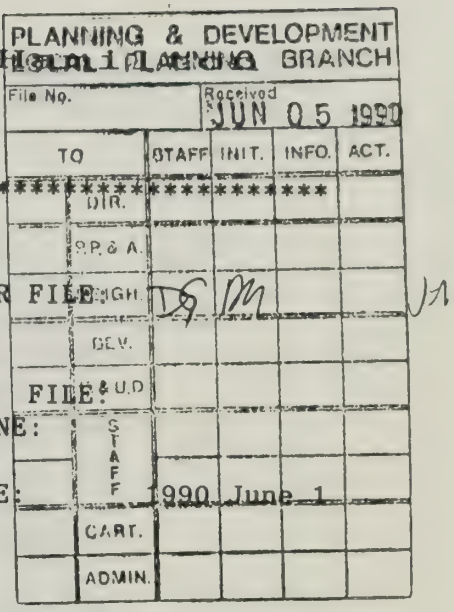
There are various ways which the Region of Hamilton-Wentworth and the City of Hamilton can have input into the Commission. These include attending public hearings, making written submissions to public hearings, and meeting with the Commissioner, David Crombie.

NOTE: The Planning and Development Department supports the recommendations.

RA:CS
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Corporation of the City of Hamilton

Memorandum



****

TO: Mr. A. Georgieff
Director of Local Planning

YOUR FILE:

FROM: Mrs. Susan K. Reeder, Secretary
Planning and Development Committee

OUR FILE:

PHONE:

SUBJECT: **C.A.P.I.C. Report - Royal Commission on the Future of the Toronto Waterfront.**

DATE: 1990 June 1

As you are aware the Planning and Development Committee at its meeting held Wednesday, 1990 May 23 were in receipt of a report from the Chairperson of C.A.P.I.C. dated 1990 May 17, respecting the above-noted matter.

Numerous concerns were expressed by members of the Committee respecting this matter and it was agreed that this item **BE TABLED** until the next meeting of the Committee in order that representatives from C.A.P.I.C. be invited to attend the Committee meeting to speak on this issue.

Accordingly, would you please present this matter to C.A.P.I.C. in order that a determination can be made by them on the composition of a delegation to the next meeting of the Planning and Development Committee meeting to speak on this report. As you are aware, the next meeting of the Planning and Development Committee will be held on Wednesday, 1990 June 20.

Susan K. Reeder.

c.c. - Alderman J. Smith, Chairman
Planning & Development Committee

Royal Commission on the Future of the Toronto Waterfront Mandate

1. to inquire into and recommend initiatives to preserve and create continuous public access to the water's edge extending from the eastern boundary of the Region of Durham to the western boundary of the Region of Halton;

2. to inquire into and make an environmental evaluation of those Toronto Harbour Commission lands and adjacent Provincial lands recommended to be pooled in the aforesaid Interim Report;

3. to inquire into and make recommendations on issues associated with management and development and development of the pooled and other appropriate waterfront lands, including:

   (a) appropriate allocation of waterfront lands to various uses, i.e. housing, open space, industrial and commercial uses;

   (b) waterfront transportation in the context of the regional transportation system;

   (c) housing and community development on the waterfront; and

   (d) employment and job opportunities relating to the waterfront;

4. to inquire into and recommend waterfront related initiatives to preserve and enhance the quality of the environment and the quality of life for people residing in the greater metropolitan area extending from the eastern boundary of the Region of Durham to the western boundary of the Region of Halton;

5. to inquire into and recommend financing proposals and other mechanisms to link and integrate the waterfront to the upstream watersheds in the aforementioned locations.

Publications by the Royal Commission on the Toronto Waterfront

1. *Environment and Health: Issues on the Toronto Waterfront*

2. *Housing and Neighbourhoods: The Liveable Waterfront*

3. *Access and Movement*

4. *Parks, Pleasures, and Public Amenities*

5. *Jobs, Opportunities, and Economic Growth*

6. *Persistence and Change: Waterfront Isses and the Board of Toronto Harbour Commissioners*

7. *The Future of the Toronto Island Airport*

8. *A Green Strategy for the Greater Toronto Waterfront: Background and Issues*

9. *Waterfront Transportation in the Context of Regional Transportation; Background and Issues*

10. *Environment in Transition*

Interim Report August 1989

Selected Recommendations from the Royal Commission on the Future of the Toronto Waterfront Interim Report August 1989

A moratorium on all new lakefilling should be declared until a comprehensive policy is developed, based on the Ministry of the Environment's current review of methods, quality controls to be applied in all lakefilling projects, and development of its sediment quality guidelines. In recommending a moratorium, the Commission recognizes that some exemptions may be necessary for extraordinary projects; these should be determined by an exemption process that would be established jointly by the provincial MOE and Environment Canada, and should be based on public consultation and review.

Once the moratorium has been lifted, all individual lakefilling projects, including private–sector developments, should be subject to thorough environmental appraisals. Such reviews could take place under Ontario's *Environmental Assessment Act*, a revised federal Environmental Assessment and Review Process (EARP), or the *Planning Act*, if the latter is strengthened to address environmental concerns thoroughly. (See recommendations dealing with the *Planning Act* and the *Environmental Assessment Act*.)

The Royal Commission recommends that areas of public open space along the waterfront should be generous enough in width, and accompanied by sufficient water's–edge setbacks, to ensure meaningful public use. Standards for the minimum width of public spaces should be established and linked to building setbacks; narrower bands should nonetheless be wide enough to be used in their own right for such activities as walking and cycling, as well as providing links with larger, nodal open areas.

The Royal Commission recommends that waterfront development for housing, commercial, industry or other uses not be permitted to establish visual or physical barriers to the water; therefore, high–rise development should not be permitted on the waterfront.

The Royal Commission recommends that any proposals for lakefilling be evaluated in terms of their potential impact on public access and enjoyment of the waterfront, so that existing resources are not destroyed.

The Royal Commission recommends that all those agencies and organizations with responsibility in the matter work to establish an appropriate balance between regional and local interests.

Public transit to waterfront facilities should be improved, in part by strengthening existing north–south and east–west systems, and by creating new ones. By offering better access to the waterfront for those without cars, or encouraging those with cars to leave them at home, enhanced public transit will contribute to a cleaner, healthier environment on the waterfront and in Toronto generally.

The feasibility of having water taxis and ferry services to link different parts of the waterfront should be explored.

The Royal Commission recommends that more attention be paid to the needs and safety of frequently ignored groups, including the disabled, older people, women, and children. There must be accessible public transit, pathways, washrooms, fishing piers, etc. Safety can be improved through lighting, patrols (mounted police are particularly appropriate in parkland settings), and site design. Landscaping must appeal to the senses of hearing, smell, and touch, as well as to vision, in order to create a richer environment for all people and to appeal especially to the elderly, the disabled, and children.

The water's edge along the Toronto waterfront should be in the public domain. In order to achieve that goal, transfer of waterfront land to public ownership should be a non–negotiable feature of all future development on the waterfront.

(a) Public authorities should mount aggressive programs of waterfront acquisition.

(b) Municipalities should consider zoning properties adjacent to the water as open space, regardless of current use, in order to shape a public waterfront for the future.

(c) When a property comes up for sale, the municipality or the MTRCA should be prepared to buy it, at current market value for its existing use.

(d) There should be no further sale of lands on the waterfront currently held in public ownership (federal, provincial or municipal).

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FOR INFORMATION

REPORT TO: Susan Reeder, Secretary
Planning and Development Committee

DATE: May 17, 1990
COMM FILE:
DEPT. FILE: P5-4-7-9

FROM: Charles Forsyth
Chairperson, CAPIC

SUBJECT:

Ontario - Quebec Rapid Train Task Force

BACKGROUND

Quebec Premier Robert Bourassa and Premier David Peterson of Ontario announced last year their intention to form a joint Task Force to study the prospects for, and the implications of, installing a high-speed passenger rail service between Windsor and Quebec City. Hamilton is being considered as one stop on the route.

The Task Force objective is the preparation of a report to the Premiers which will identify the most viable options for high-speed passenger rail service and recommend the course of action to be followed by the provinces should further action be warranted.

The Terms of Reference for this work are extensive and properly demand a detailed analysis of not only the transportation impacts but also the corresponding advantages for corridor communities, the environment, tourism and for industry.

The Task Force is expected to organize the thorough examination of these matters in order to deliver a preliminary report to the premiers during the Summer of 1990.

The Regional Chairman, Mr. Reg Whynott, attended a recent public meeting held by the Task Force to present the Region's perspective.

CAPIC is aware of the impact that a rapid train service could have on the Hamilton downtown and is discussing the matter at its meeting on June 15, 1990. CAPIC feels it might be beneficial for the City staff to be involved in the Task Force activities.

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Toronto Star May 10/10

'Superfast' train proposed to link Toronto, Montreal

By Peter Howell
TORONTO STAR

The "national dream" of fast, luxurious, low-cost rail travel could be revived by Christmas of 1993, says a company vying for a federal train contract.

ABB Canada, the country's largest electrotechnical firm, announced yesterday the gloom of VIA Rail cuts could be replaced by an electric supertrain zooming between Toronto and Montreal in less than three hours.

The first leg of the 250 km/h (165 m.p.h.) service would be operating by late 1993, if it gets necessary government approvals, ABB president Peter Janson told reporters at the King Edward Hotel.

"We don't have to wait until the year 2000," he said.

ABB Canada is part of ABB Group, a Swiss-Swedish multinational firm that has annual sales of $30 billion, $5 billion in Canada. It is involved in rail projects in West Germany, Sweden, the United States and British Columbia.

The first stage of the ABB Sprintor train service would be a direct route from Toronto to Montreal, without passing through Ottawa.

But the nation's capital would be added by 1997, when the line is extended to Quebec city from Windsor, ABB officials said.

The same pitch was to be made today in Montreal to members of the Ontario/Quebec Rapid Train Task Force, which has been touring the two provinces seeking public comment on fast train service.

The ABB train "uses today's technology at a reasonable cost," Janson said.

Already in use in Sweden, it could be installed in the Windsor-Quebec rail corridor for $3 billion, Janson said. It would be half the cost of another rail project proposed by Quebec transportation giant Bombardier Inc.

The Sprintor uses existing track and stations, but at a much faster speed than conventional trains because its steerable wheels and tilting body allows it to take corners rapidly and smoothly.

It would need overhead wires, the same as a streetcar, but Janson said installing the wires is a far less complicated and costly job than Bombardier's proposal of building an all-new track with high-tech concrete ties.

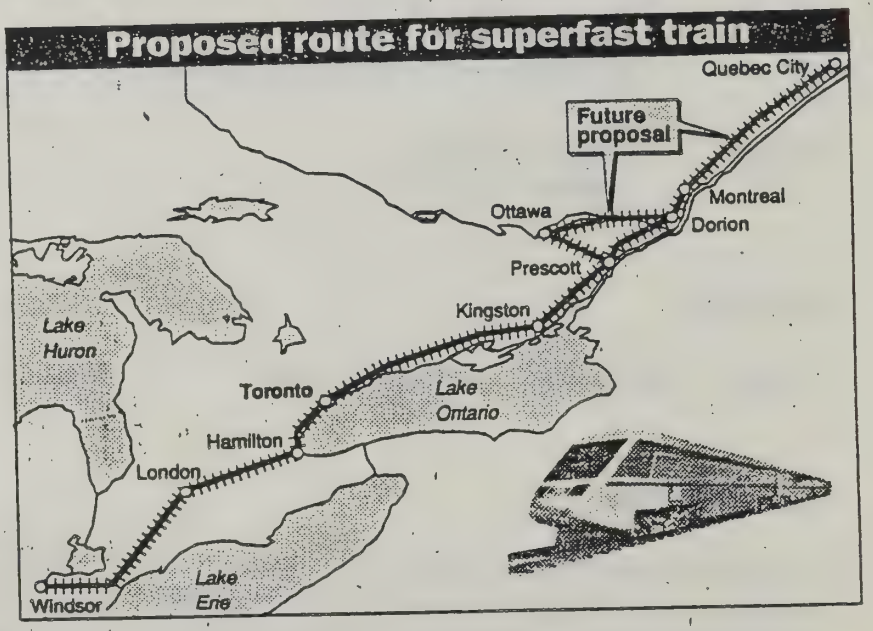
He called his train a "workhorse" and compared it to the 747 jumbo jet, the reliable beast of burden of the aviation world. Bombardier's TGV train, in comparison, is like the costly and complex Concorde jet, he said.

ABB's train-building project would be financed almost totally by private money, with only a "minimum" amount of tax dollars needed.

"Canada wants high-speed rail but Canadians can't afford to spend too much money on it," Janson said.

Sprintor could solve both those problems, and give Canadians a lot of other benefits, he promised:

- ☐ Rail service that would strongly compete with air travel time. The proposed supertrain could run between Toronto and Montreal in two hours and 45 minutes, and between Toronto and Windsor in 90 minutes. A jet flight from Toronto to Montreal can easily take three hours when ground travel time to and from airports is added.
- ☐ Sprintor would also compete on price. Janson said the cost of a supertrain round trip would be between 45 per cent and 85 per cent of the cost of airfare, depending on time of day.
- ☐ Building the supertrain line would create 40,000 jobs and provide service for 14 million people living between Windsor and Quebec city.
- ☐ Canadian firms and workers would get 80 per cent, or $2.4 billion, of the $3 billion total project.



bus with a picture of [illegible]

May 8 '80
Spec

New train group eyes Hamilton

THE TASK force studying high-speed train service between Windsor and Quebec City is considering a Hamilton stop, according to Regional Chairman Reg Whynott.

He and transportation commissioner Dale Turvey told regional councillors yesterday that the Joint Ontario-Quebec Rapid Train Task Force is looking at a stop to serve Hamilton, although no location has been picked.

The chairman said the task force isn't thinking of a branch through the Niagara Peninsula, but was interested in the possibility of existing rail lines in the area being used to feed passengers into the high-speed service.

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CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

CITY HALL, 71 MAIN STREET WEST, HAMILTON, ONTARIO, L8N 3T4

P5-4-7-9

April 23, 1990

Mr. Dale Turvey
Commissioner of Transportation
Regional Transit Centre
330 Wentworth Street North
Hamilton, Ontario
L8L 5W2

Dear Mr. Turvey:

Re: Transit Planning in Hamilton's Central Area

At its meeting of April 20, 1990, CAPIC members expressed an interest about future transit plans in light of the recent announcements by the Province about Toronto-centred transportation programs.

CAPIC would like to have an update on transit concerns, proposals and goals in the Central Area, for both the H.S.R. and GO Transit, including the proposed new GO/Bus Terminal.

We have tentatively scheduled time in our meeting of June 15, starting at 9:00 a.m., for your representative to address the Committee. If there is a problem with this date, or any other questions, please call me at 546-4229.

Yours truly,

David Godley

David Godley
CAPIC Co-ordinator

MAY 2
VERBAL REPLY:
UNABLE TO ATTEND ... ENT
REPRESENTATIVE.

JA/dkp

c.c. - Charles Forsyth, CAPIC Chairman
166 Delaware Avenue, Hamilton, Ontario L8M 1V6

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THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

Planning and Development Department
71 Main Street West, Hamilton, Ont. L8N 3T4

Fax. No. 546-4202

6g

Refer to File No.
Attention of
Your File No.

May 14, 1990

P5-4-7-9

Mr. John Twose
Hamilton Central Post Office
10 John Street South
Hamilton, Ontario
L8N 3T8

Dear Mr. Twose:

Re: **Post Offices Services**

The Central Area Plan Implementation Committee advise the City of Hamilton's Planning and Development Committee on Central Area matters.

At its meeting on May 11, 1990, concern was expressed about the deployment of Post Office services; e.g., first class mail, parcels, philatelic counter, electronic services in the downtown once the main post office is converted to a law court.

Could you please let me know by June 1st what plans the Post Office have for serving the downtown.

Please feel free to call David Godley at 546-4229 if you need further explanation.

Yours truly,

David Godley

David Godley
Manager
Neighbourhoods Section

DG:CS

CAPIC.Let

P5-4-7-9

MAIL POSTE

Canada Post Corporation / Societe canadienne des postes

City Services
Hamilton,Ontario
L8N 3T8

MAY 31 1990

May 28,1990

PG.D/1 JA

Mr.David Godley
Manager
Neighbourhoods Section
Regional Municipality of Hamilton-Wentworth
Planning and Development Department
71 Main Street West
Hamilton,Ontario
L8N 3T4

Dear Mr. Godley:

This is in regard to your letter, dated May 14,1990 , addressed to Mr. John Twose, concerning postal service plans for the downtown area.

At present, Canada Post is reviewing the retail network in both the downtown area and throughout the Hamilton area. This review is ongoing, designed to address the community's present and future needs for postal services. With the expected changes to the 10 John St. South facility, Canada Post has stepped up its efforts in this area.

You can rest assure that as plans are finalized, all postal customers in the immediate area will be advised accordingly.

At this time, I would like to thank you for the expressed concern. Should you wish to discuss this matter further, please contact me at 572-2125.

Yours truly,

B.A.Krascek
Superintendent
Retail Operations

c.c.- J.Twose, Director, Plant Operations
- R.Saunders, Director, City Services
- F. Blackley, Manager, Commercial Sales
- A.Bisback, Director, Retail Operations

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CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

CITY HALL, 71 MAIN STREET WEST, HAMILTON, ONTARIO, L8N 3T4

P-5-4-7-9

June 6, 1990

Mrs. Diane Dent, Chairperson
L.A.C.A.C.
4 Bull's Lane
Hamilton, Ontario
L9A 1C7

Dear Mrs. Dent:

I wish to express on behalf of CAPIC its congratulations for the excellent work resulting in the MacNab Heritage District. The Committee feels that this step is of vital importance in helping to preserve some of Hamilton's unique features.

CAPIC has also expressed interest in a possible expansion of the District to include Whitehern, Central Public School and St. Mark's Church, and hopes that this expansion would be considered by LACAC in the future.

Sincerely,

Charles Forsyth
Chairman

JA:CS

CAPIC.LET

CENTRAL AREA PLAN

4.9 Urban Design

It is intended that the character and role of the Central Area will be enriched through urban design principles in accordance with Section C of this Plan to ensure an attractive environment for the benefit of existing and future residents, as well as strengthen the economy.

Urban design is concerned with the visual and functional interrelationship of buildings and spaces. Urban design principles address the need for preservation and enhancement of the built environment and especially of areas and buildings of historic and architectural significance while still encouraging and providing for high quality design of new development. As such, policies relating to Urban Design will apply throughout the Central Area and address:

- the enrichment and expansion of the character of the Central Area through a high level of design standards;
- the preservation of buildings and areas of historic and architectural significance;
- the preservation and development of attractive and compatible streetscapes; and,
- the provision of safety, security and energy conservation measures in new development.

4.9.1 Design of the Central Area

It is through a high quality of design that the Central Area can be made a more attractive place to live and work, as well as stimulate and attract additional high quality development.

Design Excellence	4.9.1.1	Design excellence will be required to create an attractive and cohesive environment throughout the Central Area.
Building Design	4.9.1.2	Innovative building designs and layouts will be encouraged, particularly if they involve integration of different land uses.
Views and Vistas	4.9.1.3	Council will encourage building design which preserves important vistas of the Escarpment, the Bay, and significant architectural features.
Weather Mitigation	4.9.1.4	The design and siting of new buildings will take into account how the new structure and surrounding buildings modify the effects of wind, rain, snow, sun, heat and cold. Efforts will be made to mitigate the effects of adverse weather conditions, particularly on pedestrians.
Human-Scale Design	4.9.1.5	Council will encourage building design which takes account of the human scale and human interaction through consideration of such factors as height, mass, exterior design, access and amenity.
	4.9.1.6	Council will encourage any new buildings in the vicinity of heritage buildings and areas to be compatible in terms of scale, height and proportions with development in the surrounding area.

Setbacks	4.9.1.7	Council will encourage appropriate building setbacks taking into consideration existing setbacks and development of setback areas for pedestrians.
Prominent Sites	4.9.1.8	The design of development in key locations in the Central Area should be given particular design attention, (e.g. lands adjacent to York Boulevard)
Gore Park	4.9.1.9	The area surrounding Gore Park should be given special design attention in order to maintain the sense of enclosure already present and reflect and enhance its human scale.
Links	4.9.1.10	The design of commercial, institutional and recreation nodes in the Central Area should take into consideration attractive streetscaping and pedestrian movement considering the needs of existing and future uses.
Density of Development	4.9.1.11	New development in the form of a variety of densities and heights will be encouraged. However, high-rise development will be discouraged in predominantly low-rise residential areas.
Waterfront Development	4.9.1.12	The design of waterfront development should be compatible with the natural environment and with the adjacent neighbourhood.
Site Plan Control	4.9.1.13	Site plan control will be applied throughout the Central Area for all developments, except one and two-family dwellings.
Commercial Buildings	4.9.1.14	Parking for extended commercial development will be located to the rear of the property. Extended commercial is a category of commercial use generally located along major roads with individual accesses and maximum exposure to the street in accordance with Policy A.2.2.14 of this Plan. Adequate buffering for residential uses adjacent to these parking areas will be required.
Safety, Security and Energy Efficiency	4.9.1.15	The integration of safety, crime prevention and energy conservation measures will be encouraged in new development and redevelopment. Therefore, in accordance with Subsection C.2 and C.8, Council will encourage: (i) safety features for new development, as determined through special study; (ii) crime prevention design features to be incorporated into existing and new developments, such as special lighting, access and openness to public view; and, (iii) energy-efficient construction, heating, insulation, cooling and ventilation systems, layout and design and any other relevant energy-saving techniques to be incorporated in all buildings.

BUILDING GUIDELINES

New Building Development

While programmatic and economic conditions largely determine the locations and forms of new downtown development, co-ordination of setbacks, building heights and facade character will play a strong role in shaping the future of the downtown area.

One of the finest virtues of the study area is the continuous building face or wall along the building frontages. It is important to maintain this continuous pedestrian-related frontage in an interrupted fashion. Therefore, when new developments are considered in the context of a continuous frontage situation, existing setbacks should be observed and designed harmoniously with adjacent structures. In cases where new development does not abut an existing built frontage situation, consideration for setbacks beyond the current building limits may be considered. However, it should be kept in mind that in an attempt to make the downtown area a desirable pedestrian environment - "broad avenues" - are less desirable from the standpoint of the pedestrian than "narrow, intimate, street settings".

Building heights should be taken into account for new development with a view to maintaining as much sunlight at the street level as is possible. This is particularly noteworthy on the south sides of streets which would cast shadows to the north. A clear example of inappropriate response to building height is King Street East in the Gore Park area. A more favourable response would have been to locate the tall buildings on the north side of the street.

We do not suggest creating a height limit, but do suggest a desirable limit would be in the order of 6 storeys, although more storeys could be added if they were stepped back from the road right-of-way.

Controls on building character are difficult at best to control and regulate. However, encouragement should be made by City officials at all stages of the design approvals process to encourage developers and their architects to observe the contextural setting of their developments to be sure that architectural styles are complemented with respect to setbacks, building heights, and street facade design.

From:
Downtown Hamilton Action Plan
duToit Associates Ltd. 1983

J.A.:NS
A:\DOWNHAM

Pending Items

- CAPIC Brochures
- Health Building, Hunter Street
- N.E.C. control areas
- Central Area Plan Approval
- Information Systems
- Regional Headquarters
- James Mountain Road
- Institutional Uses
- Site Plan Control
- Public Image
- Foundation Funding

FOR INFORMATION:

1. A public meeting on the proposed re-zoning of the Durand South area was held May 31st.

2. The Hamilton Harbour Commissioners have arranged for a meeting with CAPIC, to be held on the 26th of June, from 2:00 to 4:00 p.m., at the Harbour Commission offices on James St. North. Following this meeting there will be a gathering at Gil Simmons' home, 449 Bay St. N.

3. Public meetings on the Housing Intensification Study will be held 11 July and 12 September.

UNCOVERING THE MEGATRENDS FOR A NEW MILLENNIUM

Megatrends do not come and go readily. These large social, economic, political, and technological changes are slow to form, and once in place, they influence us for some time—between seven and ten years, or longer. They have the scope and feel of a decade's worth of change.

In 1982, in the book *Megatrends,* we described the trends that were shaping the 1980's. They were the shifts from:

1. Industrial Society → to Information Society
2. Forced Technology → to High Tech/High Touch
3. National Economy → to World Economy
4. Short Term → to Long Term
5. Centralization → to Decentralization
6. Institutional Help → to Self-Help
7. Representative Democracy → to Participatory Democracy
8. Hierarchies → to Networking
9. North → to South
10. Either/Or → to Multiple Option

These shifts continue pretty much on schedule. But they are now only part of the picture as we enter the 1990's and a new set of forces come into play.

The practice of dividing the world up into a list of megatrends might at first seem a little too arbitrary. Its purpose, however, is not to render life simplistic or superficial, but to establish a categorical foundation on which a greater depth of knowledge can be built.

"We are drowning in information and starved for knowledge," we wrote in *Megatrends.* In fewer than ten years, the growth in information has only quickened. This book presents ten new structural megatrends against which to relate the accelerating information of the 1990's.

The millennium trends of the nineties will influence the important elements of your life—your career and job decisions, your travel, business, and investment choices, your place of residence, and your children's education. To make the most of this extraordinary decade, you must be aware of the changes that surround you.

And indeed, there have never been more media—new television networks and channels, video and film, record numbers of new magazines, newsletters, journals, and newspapers—dedicated to delivering you the changing news of the day. But what is the news really telling you? How much information are you absorbing?

Without a structure, a frame of reference, the vast amount of data that comes your way each day will probably whiz right by you.

Events do not happen in a vacuum, but in a social, political, cultural, and economic context. This book describes for you that context. You need not agree with or accept every element of this world view. But do use this structure as a context within which to measure the news of the day, opposing viewpoints, and new information. The important thing is to craft your own world view, your own personal set of megatrends to guide your work, ideals, relationships, and contributions to society.

THE MILLENNIAL MEGATRENDS: GATEWAYS TO THE 21ST CENTURY

As we enter this new decade, our candidates for the most important, the overarching trends influencing our lives are:

1. The Booming Global Economy of the 1990's
2. A Renaissance in the Arts
3. The Emergence of Free-Market Socialism
4. Global Lifestyles and Cultural Nationalism
5. The Privatization of the Welfare State
6. The Rise of the Pacific Rim
7. The Decade of Women in Leadership
8. The Age of Biology
9. The Religious Revival of the New Millennium
10. The Triumph of the Individual

From: Megatrends 2000
John Naisbitt & Patricia Aburdene
William Morrow & Co., New York, 1990
Page 12, 13

THE PLANNER

JOURNAL OF THE ROYAL TOWN PLANNING INSTITUTE

Volume 76 No. 19

18th May 1990

Mumford – what an appreciation!

Re 'Lewis Mumford – an appreciation' (2 March 1990) by Michael Hebbert.

What an appreciation!

Lewis Mumford lived for most of his life in a village (by the way not in up-state NY); therefore he's an "anti-urbanist", according to Hebbert.

No doubt Hebbert himself lives in the heart of London; therefore he's a pro-urbanist.

What rubbish!

As for Mumford's attack on Jane Jacob's book *The death and life of great American cities*, surely it was richly deserved. Would that more architects and planners read it! It is a condemnation of Jacob's promotion of dynamism, density, and diversity as the ultimate criteria of sound urban planning. See Herbert Muschamp (A critical eye on the city, *Newsday*, January 30, 1990) for how developers have used such criteria to their advantage in New York. Developers in Jacob's adopted city Toronto have also found her ideas to their liking. Much mischief can be done in the name of vitality.

David Cohen
Ontario, Canada

Lap-dog cities show sign of slipping leash



IN CALIFORNIA, they are called "home-rule" cities. They have equal status with the state legislature to pass laws on any matter except where the state declares a pre-emptive jurisdiction.

All Canadian cities, by contrast, are constitutional lap dogs of their provincial governments. They can legislate only what their charters permit — and to do anything more means asking their provincial governments to amend their charters.

This may be antediluvian.

In the wake of Ontario Premier David Peterson's wimp-out on controls on unrefillable soft drink containers — the man looks 1990s but acts 1950s — Metro Toronto's municipal government took action this week to fill a vacuum.

The council unleashed its officials to study the legal feasibility of imposing a local sales tax on unrefillable soft-drink containers, and to look at the idea of imposing controls on all glass containers and cans for food and beverages.

Here is a case of provincial government action (or inaction) being politically unsuitable for the province's largest community. Thus Metro Toronto's political leaders decided to take a path more in tune with their constituency's wishes — even though environmental standard-setting is nominally the responsibility of the senior government.

Consider other examples:

Metro Toronto fundamentally is in full control of its economic development. It increasingly is setting its own standards and designing its own programs in social services as both federal and provincial governments retreat from activist roles in this area.

The municipality, tired of waiting for traditional provincial money for subway construction, now has a task force exploring the feasibility of construction partnership with the private development industry.

In Greater Vancouver, municipal school boards feeling inadequately nourished by provincial grants are holding referendums asking their ratepayers to approve extra tax allocations — in effect, pushing their communities toward greater autonomy.

(There are philosophical problems here. Does this mean abandonment of the notion of province-wide common standards for education — with rich communities able to afford better schooling than poor communities?)

In the Montreal Urban Community, executive committee member John Gardiner says the municipality is taking over more and more of the provincial and federal governments' roles in social and economic programs. The innovative ideas being fed into these programs, he said, are mostly coming city government, not Quebec or Ottawa.

Are we talking about the rise of the city-state?

The thoughtful Dale Martin, a member of Metro Toronto's Council, says the Ontario Legislature — skewed by distribution of seats so that it is rural controlled — can no longer create a governmental menu that meets the requirements of both the 50 per cent of Ontarians who live in the greater Toronto area and the 50 per cent who do not.

Both Mr. Martin and Mr. Gardiner talk about provincial governments being increasingly willing to devolve powers on to their metropolises — particularly if it means unshouldering financial obligations as well.

Mr. Gardiner adds: "But the Quebec government has never recognized Montreal as distinct from the province's 1,500 other municipalities, which has caused tremendous problems for us." Metro Toronto's councillors talk about the Ontario government in much the same way.

Urban life and the problems of governing mega-cities — which is what Toronto, Montreal and Vancouver are in their respective provinces — are becoming increasingly complex. They may be slipping beyond the grasp of provincial legislators. Maybe metropolitan home rule is the next evolutionary step of constitutional democracy.

The Globe & Mail

ESTABLISHED 1846, Published at
44 Frid Street, Hamilton, Ontario,
L8N 3G3, by Southam Inc., proprietor

The violence season

Make cities safe

Springtime reawakens humankind and nature, bringing out meadowlarks, neighbors and kids in the park. It also brings forth darker things — the perverts and thugs. Spring is the high season for violent assaults — mostly against women.

The fact that 50 per cent of our population are targets because of their gender, and the disturbing reality that many women are afraid to walk alone at night in our cities, is such a monstrous notion that it's hard to comprehend. Believe it.

A recent poll reports that 56 per cent of women who live in cities are afraid to be alone on the streets at night. In a Statscan study, 73 per cent of women aged 15 to 34 said the crime that concerns them most is assault or the threat of it.

The Hamilton-Wentworth Social Planning and Research Council says at least 3,000 females in this region will be the victims of sexual violence in the next 12 months. (At least one-third of these victims will be under the age of 16.) Some say these figures are conservative and you could at least double them.

What can be done? Many argue, rightly, that there must be societal changes in how we deal with sexism and with aggression and violence, including the way we flood our children and especially our boys with cartoon, movie and other 'heroes' that glorify and justify violence. Men should be as concerned with their portrayal as violent louts, as women have become about their portrayal as willing objects of sexual, and often violent, degradation.

That is a long-term, though urgent, task. What else can be done, now?

There are concrete, practical actions that business and governments can take to at least lessen the dangers.

Architects and city planners must start taking into account the fact that thousands of city dwellers, especially women, don't feel safe in our cities. Future urban planning must make safety a priority.

Unsafe areas in Hamilton-Wentworth, Halton and Haldimand-Norfolk should be identified and fixed. Underground garages may make sense from a practical point of view but they don't make women feel secure going downtown. If safety had been a priority, the upper levels of Jackson Square and the art gallery wouldn't have been built. The tunnel under the TH&B tracks near Hamilton city hall should be an overpass. More and better lighting on streets and sidewalks will help and even bank machine alcoves should be visible and well-lit.

More police foot patrols in danger areas — including parks — would help.

Neighborhoods can organize. If neighbors can get together to watch over children, why can't the same thing happen so women can walk the streets of neighborhoods at night? The province can and should install more emergency callboxes on provincial highways.

It's going to cost more but ask yourself this: if the majority of the male population of our cities felt so threatened they couldn't walk on the streets, would there be an outcry about cost?

36th Annual IDA Conference September 8-12, 1990 . . . in Edmonton

The Conference

Get a jump on the decade ahead—attend the 1990 IDA Conference and join with other downtown associations, agencies and individuals in "Learning How to Compete Effectively." This conference theme embraces all the essentials of planning and implementing results-oriented strategies to revitalize your downtown—and goes straight to the heart of the fundamental issues affecting all city centres.

Vast changes are sweeping across the business, social and cultural environment in which all downtowns must compete. Changing values and lifestyles, shifting demographics, reductions in public funding, continuing suburbanization and the emergence of megamalls—even the liberalization of world trade—all are increasingly important factors for downtowns in cities and towns around the world.

"Learning How to Compete Effectively" will showcase success stories and highlight innovative solutions to the challenges all downtowns face. By providing a forum for over 500 downtown executives, planners, architects, retailers, civic leaders, building owners and developers, the conference will bring together leading players—from around the world—to share their experiences and exchange their insights.

Conference Hosts

The ***International Downtown Association***, headquartered in Washington, DC, represents the interests of redevelopment and management specialists dedicated to the revitalization of downtowns and their adjacent neighborhoods. Formed as a non-profit organization in 1954, the IDA has grown to represent organizations from cities of all sizes throughout North America and abroad. The IDA's goals are to improve city centres and see them become attractive places in which to live, work, shop and do business; to build the city centre as a source of jobs and tax revenues, and to communicate the importance of downtown as the engine of economic activity.

The ***Edmonton Downtown Development Corporation***, which brings together the resources, leadership and expertise of 39 companies and the City of Edmonton, has the distinction of being the only public/private partnership of its kind in Canada. Since its formation in 1986, this non-profit corporation has worked as a catalyst, broker and advocate in establishing downtown Edmonton as the economic, cultural and social hub of northern Alberta.

The EDDC is being assisted in the planning and hosting of the 36th Annual IDA Conference by representatives from the Edmonton Chamber of Commerce, Downtown Business Association, Alberta Association of Architects, Alberta Municipal Affairs, City of Edmonton, Old Strathcona Foundation, Edmonton Tourism, Edmonton Convention Centre and the University of

Conference Highlights

Downtown specialists and renowned analysts will lead sessions exploring such timely and topical issues as:

◆ **Riding the Crest of Change**
Experts review current trends in retailing and reveal how your downtown can keep pace and remain competitive.

◆ **Going for Gold**
You know how important international investment is—learn effective ways to attract new investment to your downtown core.

◆ **Revisiting Main Street**
Especially for smaller towns and cities—informative sessions focus on what you can do to retain yesterday's spirit and achieve tomorrow's success.

◆ **The Concession Question**
Are concessions to developers necessary? Explore the myths and realities of public/private deal-making in financing downtown projects.

◆ **Strategies for Success**
Learn how to compete effectively with suburban malls—go beyond the basics of parking and maintenance programs with imaginative events and image building campaigns.

◆ **Building on Strengths**
See your downtown become a major tourist destination—your convention centres, cultural facilities and annual festivals can all become important downtown traffic generators.

◆ **Exploring the International Scene**
Our cities may be worlds apart, but we face many of the same challenges and have many of the same opportunities. Learn about solutions that transformed downtowns in the United Kingdom, Australia, South Africa .

◆ **Mobile Workshops**
Travel around this highly surprising city for a first-hand look at such "models of success" as the Old Strathcona Historical Area, the Light Rail Transit System, and, of course, world-famous West Edmonton Mall.



◆ **Social Highlights**
Opportunities to meet and socialize with other delegates begin with our "Taste Around the World" opening reception gala and continue with our "Canadiana Banquet." While we'll keep you busy at conference sessions, we'll ensure you have time to shop, dine, and enjoy Edmonton's many entertaining attractions.

Among Invited Speakers . . .

Jim August,
General Manager
Winnipeg Core Area Initiative
Winnipeg, Manitoba

Phil Boname, President
Urbanics Consulting
Vancouver, B.C.

Lorne Braithwaite
President and Chief Executive Officer, Cambridge Shopping Centres Limited, Toronto, Ontario.

Jim Cloar, Principal
Land Design/Research, Inc.
Columbia, Maryland

Bernard J. Frieden
Department of Urban Studies and Planning, MIT
Cambridge, Massachusetts
(Author of "Downtown Inc. How America Rebuilds Cities.")

The Honourable
Don Getty, Premier of Alberta
Edmonton, Alberta

Don Hunter, President
Hunter Interests Inc.
Annapolis, Maryland

Phyllis Lambert
Founder and Director of Canadian Centre for Architecture
Montreal, Quebec

The Honourable
Don Mazankowski
Deputy Prime Minister of Canada
Ottawa, Ontario

Dennis McKnight
President, Results Group,
Winnipeg, Manitoba

The Honourable **Alan Redway**
Minister of State for Housing
Government of Canada
Ottawa, Ontario

Mayor **Jan Reimer**
Edmonton, Alberta

Jim Rouse
Enterprise Development Company
Columbia, Maryland

Joe Shoctor, Q.C., Chairman
Edmonton Downtown Development Corporation
Edmonton, Alberta

William Thorsell
Editor in Chief, Toronto Globe and Mail, Toronto, Ontario

15

CAPIC

1990 WORK PROGRAM

June 15	Transportation & Neighbourhoods Neighbourhood Plans & Studies Public Participation Neighbourhood Associations Neighbourhood Consultation
September 21	Waterfront +15 Review
October 19	Planning Philosophies Sustainable Development Healthy cities Community Based Planning
November 16	Central Area Plan
December 21	Implementation Program

SUMMER SCHEDULE

JUNE 15 CAPIC Regular Meeting, Rm. 233, City Hall, 9:00 a.m.

JUNE 20 CAPIC meeting with the Planning & Development Committee
(Royal Commission on the Future of the Toronto Waterfront)
Rm. 233, City Hall, 10:00 a.m.

JUNE 26 CAPIC meeting with the Hamilton Harbour Commissioners
(Marina Proposals) Harbour Commission Offices,
605 James St. North, 2:00 p.m.
Meeting at Gil Simmons' home afterwards, 449 Bay St. N.

JULY 25 CAPIC meeting with the Planning & Development Committee
(Site Plan Control in the Central Area)
Rm. 233, City Hall, 10:00 a.m.

SEPT 14 NEXT REGULAR MEETING
Rm. 233, City Hall, 9:00 a.m.

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URBAN/MUNICIPAL

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CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

CITY HALL, 71 MAIN STREET WEST, HAMILTON, ONTARIO, L8N 3T4

P-5-4-7-9

June 19, 1990

TO ALL MEMBERS OF CAPIC

RE: HAMILTON HARBOUR COMMISSION MEETING

A meeting with the Hamilton Harbour Commission has been arranged for 1990 June 26, 2:00 p.m., at the Harbour Commission's offices, 605 James Street North, to discuss the marina proposal (attached).

All members are welcome.

Yours truly,

David Godley

D. Godley
CAPIC Co-Ordinator

J.A.:ns
A:\CAPIC.LET

Miss Kathy Deiter
Urban Municipal Library
Hamilton Public Library
55 York Boulevard
HAMILTON, Ontario
L8R 3K1

THE HAMILTON HARBOUR COMMISSIONERS' MARINA EXPANSION CONCEPT HAMILTON HARBOUR

INFORMATION SHEET

The Commissioners operate the only full service marina facility in the western end of Lake Ontario. The existing marina consists of 235 small craft slips with an additional 90 offshore mooring cans. The Commissioners have operated its recreational boating marine dockyard facility for over 50 years. The last slip expansion was in the early 1970's and there is annually a waiting list for their use.

The proposed marina expansion will not only add more slips to serve the boating public but will co-ordinate and rationalize a number of related waterfront uses requiring access and use of the marina. These uses are the Commissioners marine dockyard and sailing school, the facilities of the Hamilton Yacht Club, the Leander Club and the Pier 4 Park. It is anticipated that proposed development will have a positive affect on each of these activities and will act together to increase the overall attraction and use of this waterfront area.

1. Infrastructure

a) Public Pier/Breakwater

- rubble mound breakwater
- width - 15 m to 45 m (50 ft. to 150 ft.)
- length - 145 m (475 ft.)
- public access from Pier 4 park
- major features include wave break, public access, fishing opportunities, fish habitat, tours and transient boating.

b) Floating Breakwater

- 210 m (700 ft.) floating breakwater
- timber and steel pipe floats anchored into position
- navigational lighting.

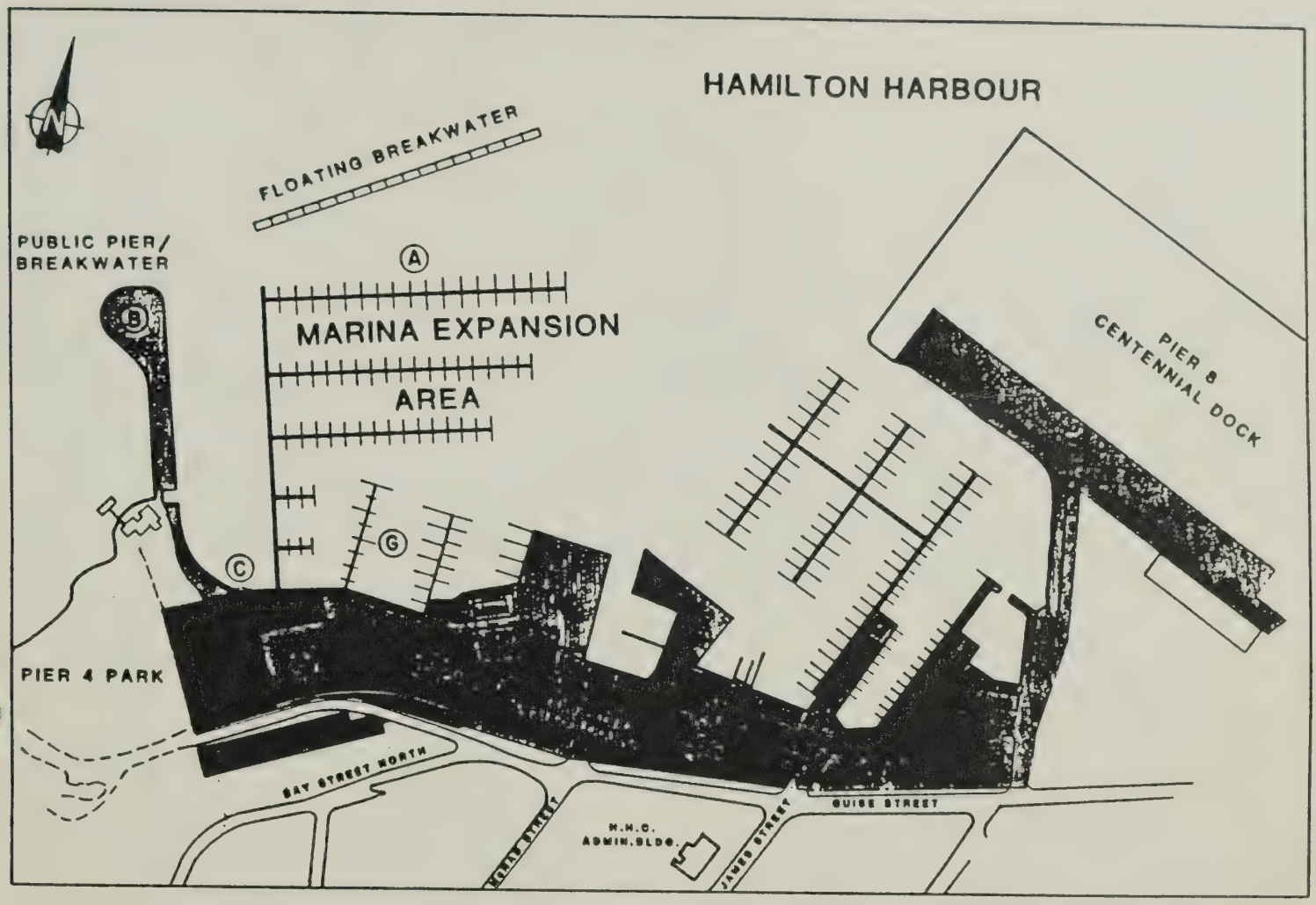
c) Marina

- 228 additional berths
- consists of fixed and floating walkways

- fixed walkway
  - 210 m long x 3 m wide (700 ft. x 10 ft.)
  - parallel and distant 61 m (200 ft.) to public pier/breakwater

- floating walkways
  - 60 modules providing 4 berths each
  - modules arranged to provide 5 floating walkways of varying length
  - fully serviced - water, power, telephone

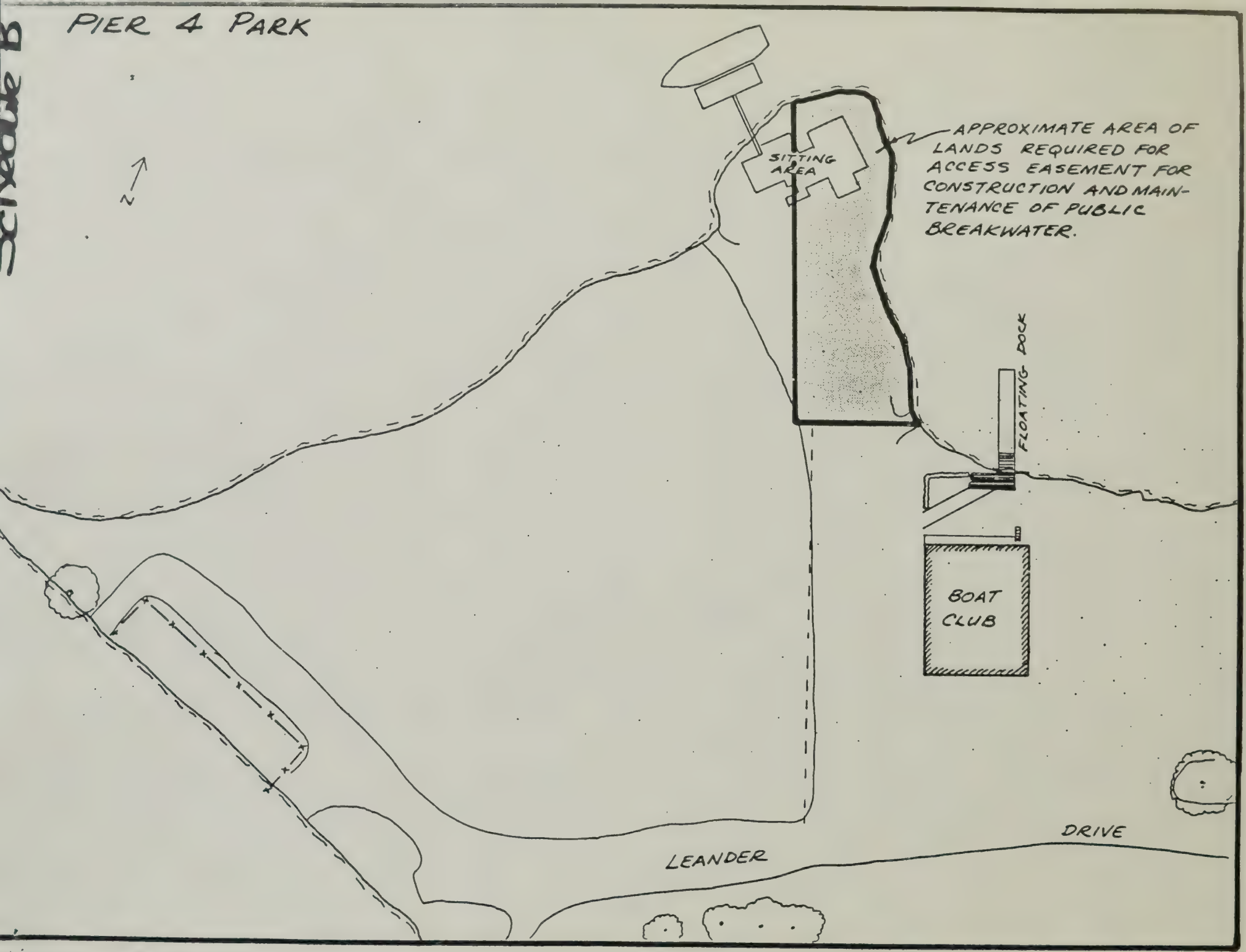
MARINA EXPANSION CONCEPT
HAMILTON HARBOUR



Area Designation		Activity	Function
(A)	Marina	Pleasure craft	Approximately 316 new slips phased to market demand.
(B)	Public Pier / Breakwater	Public viewing and and fishing pier	Passive recreational, fish habitat enhancement.
(C)	Sailing Area	Scullers and HHC Sailing School	Protected zone for launch and sail activities.
(D)	Leander Boat Club	Sculling, social events, HHC Sailing School	Relocated sailing school from Pier 8.
(E)	Dry Sail Compound	Small boat storage	Secure fenced area for boat storage.
(F-1)	Car Parking	Common parking	Parking for approximately 270 cars.
(F-2)	Car Parking	Overflow parking	For public pier and Pier 4 park.
(G)	Existing HYC Boat Slips	Pleasure craft	To be replaced with new slips in future.

SCHEDULE B

PIER 4 PARK



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CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

a Subcommittee of the Planning and Development Committee

c/o CITY HALL, 71 MAIN STREET WEST, HAMILTON, ONTARIO, L8N 3T4

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URBAN/MUNICIPAL
1990

NOTICE OF MEETING

Friday, September 14, 1990

9:00 a.m.

Room 233, Hamilton City Hall

Miss Kathy Deiter
Urban Municipal Library
Hamilton Public Library
55 York Boulevard
Hamilton, Ontario
L8R 3K1

David Godley

David Godley, CAPIC Co-ordinator
(546-4229)

AGENDA

1. Chairperson's Remarks and Correspondence - Charles Forsyth.
2. Members' Reports (two minutes maximum).
3. Minutes of Meeting held June 15, 1990 (attached).
4. Minutes of Meeting held June 26, 1990 (attached).
5. Action arising from the Minutes:
   a) Change of meetings to second Friday of the month (Al Little)
   b) Economic Development promotional material (David Godley)
   c) Central Area Plan and Waterfront Documents sent to the Royal Commission on the Future of the Toronto Waterfront (Al Little)
   d) Report to Planning and Development on High–Speed Rail (Charles Forsyth)
   e) July meeting with Urban Design (David Godley)
   f) Pro-active roles for CAPIC (John Eyles)
   g) St. Mark's Church (Al Little)
   h) Other
6. CBD Long term Wish List (Vladimir Matus) - DISCUSSION
7. CBD Possible Areas of Improvement (Delores Beraldo) - DISCUSSION
8. CBD Identity Areas (Vladimir Matus) - DISCUSSION
9. CBD +15 Policies (David Godley and Vladimir Matus) - DISCUSSION

10. Updates:

a) Chamber of Commerce Representation on CAPIC
b) Ferguson Avenue
c) Site Plan Control in Central Area
d) Pier 4 and Pier 8 Parks
e) Perimeter Road
f) Regional Headquarters
g) Transportation Study
h) Cash in Lieu of Parking - Change in Zoning Regulations

11. Pending items

12. Information items

13. Other business

14. Next regular meeting - 12 October 1990 at 9:00 a.m.

JA/AL:CS/

A:\CAPIC

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CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

a Subcommittee of the Planning and Development Committee

c/o CITY HALL, 71 MAIN STREET WEST, HAMILTON, ONTARIO, L8N 3T4

MINUTES

CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

City Hall, Room 233

Friday, June 15, 1990

MEMBERS ATTENDING

Charles Forsyth - Chairperson	First Place
Arthur Lomax	Hamilton Automobile Club
Russell Elman	Durand Neighbourhood Association
Gloria DeSantis	Social Planning and Research Council
John Eyles	McMaster University
Kay Nolan	Separate School Board
Gil Simmons	North End Neighbourhoods
Ozzie Ferguson	United Senior Citizens of Ontario

REGRETS

Helen Nemeth	Beasley Neighbourhood
Andrew Mackenzie	Hamilton and District Labour Council
Gabriel Etele	Downtown B.I.A.
Diane Brown	Hamilton and District Chamber of Commerce
Mark Boyak	Hamilton Real Estate Board
Anne Stewart	Hamilton Board of Education
Bruce Rankin	Hamilton Society of Architects
William McCulloch	Alderman Ward 2
Francois Roesch	Corktown/Stinson Neighbourhood

STAFF

David Godley (Co-ordinator)	Local Planning
Vladimir Matus	Local Planning
John Ames (Secretary)	Local Planning
Neely Law	Local Planning
Grant Osborne	Local Planning
Luc Piccioni	Regional Planning
Roland Karl	Traffic

PRESENTATION

Deborah Williams	Royal Commission on the Future of the Toronto Waterfront
John McCullum	Transport 2000 Ontario

1 — Chairperson's Remarks

1. The Chairman called the meeting to order at 9:04.

2 — Member's Reports

2. Russell Elman asked if there could be an update on what was happening with St. Mark's Church. He then made observations on what he saw in Glasgow. Points to be noted were: problems with the expressway system; routing problems because of the de-regulation of busses; the preservation of old facades with new construction behind.

3. Ozzie Ferguson spoke briefly about John McCullum of Transport 2000, one of the presenters.

4. Gil Simmons reported her attendance at the Sustainable Development Committee meeting.

5. Gloria deSantis mentioned an interest in the status of the Perimeter Road. There was a brief discussion on current plans for the road. David Godley said that the plans have to go through the Engineering Services Committee to Regional Council.

6. John Eyles described his trip to Edmonton, and spoke about the effects of external factors on Edmonton's downtown. He also spoke on his memo concerning pro-active roles for CAPIC (Item 6b). He also asked for clarification of the date of the September Meeting.

7. There was a brief discussion on the desirability of changing meeting dates from the third Friday to the second Friday of each month, in order to enable Ald. McCulloch to attend. It was agreed that the meetings be changed to the second Friday of the month effective in September.
(ACTION - John Ames)

8. Kay Nolan spoke briefly on the waterfront, and distributed information about the St. Charles Centre.

9. The Chairman commented that the Economic Development Department should be producing material which reflects all the advantages of the Central Area.
(ACTION - John Ames)

3 — Minutes of Meeting held May 11, 1990.

10. Russell Elman noted that in paragraph 4, the word "Association" should be deleted from the paragraph. He noted that in paragraph 12, the words "in the minutes" should be inserted at the end of the sentence.

11. Luc Piccioni indicated that he should have been included in the attendance report.

12. The minutes were adopted.

4 — Royal Commission on the Future of the Toronto Waterfront

13. The Chairman introduced Deborah Williams, an Urban Planner on the staff of the Royal Commission, who then made a presentation on the history, mandate and reports of the Commission. She covered the Commission's examination of the Toronto Island Airport, Harbourfront and the Toronto Harbour Commission.

14. There followed a discussion on the boundary aspects of the Royal Commission's mandate, specifically the ending of responsibility at the Halton/Hamilton–Wentworth boundary, which included only the north shore of the Harbour. Ms. Williams said it was a problem of political versus geographic boundaries, in that the Greater Toronto Area was the area of study, which excluded Hamilton–Wentworth.

15. Gil Simmons suggested that the Commission should at least include the whole Harbour, but that it would be best to extend the area of study to Niagara, since the whole Golden Horseshoe shoreline could be considered a cohesive unit. Ms. Williams said that since the Commission was now two–thirds of the way through its term, any extension of its mandate would require a major catch–up effort. Also, if the Commission recommends some kind of regulatory body, crossing more political boundaries would simply multiply the jurisdictional problems.

16. John Eyles asked about the reconciliation of geographical and political boundaries. Ms. Williams said that the Commission was trying to work on the basis of environmental boundaries, and ended up looking farther east and west.

17. Russell Elman asked if Ms. Williams was aware of CAPIC's mandate, and said that it would be impossible to make practical decisions about just the north shore of the Harbour without paying attention to what was happening on the remainder. He suggested that the Commission be sent a copy of the Central Area Plan and other documents to inform them of what was happening in the rest of the Harbour. He also said that even if the boundary of the study was not changed, the Commission's report should have a rider about external complications and effects.
(ACTION - John Ames)

18. The Chairman said that the same problems were in evidence all around this end of the lake, and that there was no reason to suddenly stop at the Halton limits. The total concept had to be studied as the bay is not divided.

19. Ms. Williams said that the Commission could only make recommendations. Money support would depend on the purpose, reason and agencies involved. The Commission's role was to direct attention to the area or agency concerned.

20. David Godley asked about the contents of the August interim report. Ms. Williams replied that she was not at liberty to say, but it would cover both general and specific concerns in an environmental framework.

21. Gil Simmons spoke on the Royal Commission's concerns over the Toronto Harbour Commissioners, saying that the problems seemed to be the same as in Hamilton. She felt there should be general recommendations and discussions on the function and powers of harbour commissions.

22. Art Lomax said that many of the problems with waterfronts seemed to be a result of the proximity of major transportation corridors.

23. Gil Simmons noted that the current boundary simply corresponds to the Greater Toronto Area. The mandate of the Royal Commission could be extended without necessarily having Hamilton included in the GTA.

24. The Chairman thanked Ms. Williams for her presentation. It was decided that Charles Forsyth and Gil Simmons would attend the June 20th Planning and Development Committee meeting.

5 — Long Distance Rail

25. The Chairman introduced John McCullum, President of Transport 2000 Ontario.

26. Mr. McCullum gave a presentation on Transport 2000's role, objectives and concerns in respect of the proposals being put forth for high speed rail service in the Windsor—Quebec City corridor. He distributed materials on all aspects of the matter, including reports presented to the Royal Commission on Passenger Transportation. Discussion followed.

27. Russell Elman hoped that the maximum effort was being put forth to encourage an efficient high speed passenger rail services, especially west of Toronto. He asked how this area could throw any weight behind the proposals. Mr. McCullum replied that written submissions were best, sent to Premiers, MLA's and the Royal Commission. Other cities were making their voices heard.

28. The Chairman said that there must be intermodal thinking, especially by the Royal Commission. There seemed to be an entrenched parochialism in the responses received, and particularly concerning the often expressed nomination of Toronto as a terminus for everything, rather than as a through station. He noted that the areas west of Toronto have a massive economic clout equal to Toronto itself, and that a coalition of forces would be extremely powerful and persuasive.

29. Mr. McCullum said that the best course of action would probably be to talk to the Ontario–Quebec Task Force, though they have held all of their hearings and their report is due soon.

30. John Eyles said that the polycentric philosophy was important, to prevent the entire urban structure of the province from simply becoming outriders of Toronto. Mr. McCullum noted that both existing railway stations should be retained for passenger service in Hamilton to allow options of direction of future service.

31. Mr. McCullum then presented a video of a journey on the *TGV* (*Trés Grande Vitesse*) service in France, taken during a trip from Dijon to Paris last year.

32. Gil Simmons said that this matter should get aggressive action, and that CAPIC should make a recommendation to P&D, especially in regards to Hamilton's inclusion in any system. This was affirmed by Art Lomax.

33. The Chairman expressed concern over the effect of linkages in such a system, and that additional work needs to be done soon in conjunction or coalition with other communities. It was agreed that CAPIC should comment on this matter to P&D. Mr. McCullum was thanked for his presentation. **(ACTION - Charles Forsyth)**

7 — Main West Study — Urban Design Guidelines

34. Vladimir Matus spoke on Main Street West. He noted that the streetscape work was being extended from Locke Street to Dundurn Street. The Gateway proposal had been dropped at the P&D meeting on 23 May but it was not wholly dead yet, and there could be new proposals in the future.

35. He also spoke on Urban Design guidelines, which could be expanded. He noted that large projects have problems, and there needs to be a cohesive pattern for them to fit into.

36. Vladimir Matus then described the evolution of the downtown development concepts. He described how the Central Area was burdened with the "doughnut" concentration of high–rise buildings concentric about King & James, with the Durand part of the plan almost completely implemented. He felt that the Central Area development must relate to major physical features (the Bay and Escarpment) as well as the concept of downtown. Furthermore, there must be a separation between height and zoning, so that natural vistas are not obliterated. There must be reference to the sun and natural landmarks. A plan was needed, not just words.

37. The Chairman noted that the Urban Design guidelines seemed to have no power, and there were problems created by a project by project review process. There seemed to be no "master sculptural plan" for the Central Area.

38. David Godley said there needed to be smaller area guidelines. Discussion on the problems with current design guidelines followed.

39. The Chairman said that the Central Area Plan was currently in limbo because of the objections to the O.M.B. There would be a problem connecting this "colossal sculpture" concept to any guidelines, and that the need now was to start defining areas and setting priorities.

40. David Godley suggested that as part of the CBD Study, all CAPIC members should take walks through the Central Area and note areas they think could use improvement. A "summer assignment" was distributed, with survey forms for such a purpose. The Chairman said they could develop a consensus with the Urban Design Committee to plan for these areas.

41. Russell Elman proposed the idea of a staff committee to work on this as well, acting as a steering committee. The Chairman said there was a July meeting with the Urban Design Committee coming up.
(ACTION - David Godley)

6 — Matters Arising from the Minutes

42. Item 6b: It was agreed to receive the memorandum from John Eyles regarding pro-active roles for CAPIC, and to put it on the September agenda. John Eyles said that films on urban subjects were available from TV Ontario. **(ACTION - John Ames)**

43. Item 6k: There was a brief discussion on St. Mark's Church. It seemed likely that the matter of the City acquiring the site would have to wait for an O.M.B. hearing. Russell Elman said that there appeared that an O.M.B. hearing was already scheduled for August. Further information was required.
(ACTION - David Godley)
[An OMB hearing is scheduled for 27—31 August; SEC.]

44. Item 6j: Ann Gillespie spoke on the proposed Durand South — Markland Heritage District. It appeared that 65 Markland Street was being demolished, albeit carefully in order to recover some of the distinctive architectural features for re-use. The Heritage District designation couldn't have stopped the demolition, but would give greater control over what goes in to replace it. The application is in progress to designate the area, and updates will be provided as the application proceeds.

45. The Chairman noted that the boundaries should be carefully determined to include as much as possible. Kay Nolan asked if there was an overlap with the Niagara Escarpment Commission Control Area, to which Ann Gillespie replied that the N.E.C. area was to the south.

JA:CS

CAPIC.MIN

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CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

a Subcommittee of the Planning and Development Committee

c/o CITY HALL, 71 MAIN STREET WEST, HAMILTON, ONTARIO, L8N 3T4

4

NOTES TAKEN AT A MEETING OF THE

CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

Hamilton Harbour Commissioner's Offices

Tuesday, June 26, 1990

MEMBERS ATTENDING

Charles Forsyth - Chairperson	First Place
Arthur Lomax	Hamilton Automobile Club
Russell Elman	Durand Neighbourhood Association
John Eyles	McMaster University
Kay Nolan	Separate School Board
Gil Simmons	North End Neighbourhoods
Helen Nemeth	Beasley Neighbourhood

STAFF

David Godley (Co-ordinator)	Local Planning
John Sakala	Local Planning
John Ames (Secretary)	Local Planning

ALSO ATTENDING

Alderman Geraldine Copps	City of Hamilton

FOR THE HAMILTON HARBOUR COMMISSION

Chuck Towsley	Planner
Bob Edwards	Port Engineer
Gary MacFarland	MacFarland Engineering

The meeting was called in order to discuss and review with the Hamilton Harbour Commissioners their project for the marina expansion and a breakwater along the northern edge of Pier 4.

1. The Chairman, Charles Forsyth, gave introductory remarks about the purpose of the meeting.

2. Chuck Towsley gave a brief overview of the project's background and the Commission's marina facilities. He said that there were currently 230 slips available, with no vacancies for many years. The Commission operated the only full–service marina at this end of the lake.

3. Bob Edwards then described the current status of the project. The Environmental Impact Assessment was in progress, with a report expected next month. It was hoped that the first slips would be available by the start of the 1991 boating season, which meant construction would start by late summer of 1990.

4. Gary MacFarland gave a technical description of the project. He said that great attention had been paid to environmental concerns, especially water circulation and the development of a fish habitat along the western side of the fill breakwater. He also felt there was great potential to improve the interaction with the city owned shoreline to the west.

5. Chuck Towsley noted that the Commission had received approval from the Hamilton Parks and Recreation Committee for a right–of–way across city property for construction and future maintenance of the breakwater, and that the concept of uniform design with the Pier 4 Park was being looked at very carefully.

6. A general discussion on the project followed.

7. Alderman Copps asked how much land was being used for parking. Bob Edwards said there was marina parking within Commission property, but areas outside that would be utilized by both marina and Pier 4 users was not included in this project.

8. Russell Elman asked about Pier 8 Parkette. Bob Edwards said that with the move of the Commission Sailing School to the new project the current parkette would be made into a more natural area with an improved shoreline treatment.

9. Russell Elman asked about the possibility of linking Pier 8 and Pier 4 by bridges across the new breakwaters. Gary MacFarland said it was not possible due to clearance, depth and engineering constraints.

10. Art Lomax asked if the dock along the breakwater was for tour boats or transient boaters. Gary MacFarland said for both, with limited public services.

11. Art Lomax asked who gets the new slips. Gary MacFarland said that all slips were at the disposal of the Harbour Commission, to accommodate the waiting list of boaters requesting dockage, and to improve short term transient berth availability. There would be many berths available to the public.

12. Art Lomax then asked about commercial traffic and use of the marina. Gary MacFarland said nothing was planned for commercial usage.

13. Gil Simmons spoke on the concept of approaches to the area, specifically of James Street. She hoped that the view northerly on James Street could be maintained and enhanced.

14. Alderman Copps said she was concerned that 500 feet of breakwater didn't seem to be much in the way of public access, and that true access to the area would be limited to the "elite" who owned the boats. She asked about the environmental study. Gary MacFarland replied that the assessment document was now going through the federal government, and went to the Remedial Action Plan in March. He said there was great concern over environmental factors, and that the project be complementary to anything the City had planned for Pier 4.

15. There was a general discussion on current and future access to the area.

16. Gil Simmons asked about public services, such as food and drinks. Chuck Towsley said there was no room for permanent fixtures, excepting mobile or temporary vendors to provide the services.

17. Gil Simmons said she was concerned about public amenities such as restrooms, and wondered if there could be provision for such a facilitiy where the parking lot below the Bay Street bluff was indicated. Gary MacFarland said that this parking lot was not part of the project, being on city land, and was indicated as a possible location.

18. There was a discussion on the public access policies. Chuck Towsley indicated that the marina areas would be open during daylight hours, and secured at night. By secure he meant that only those persons with legitimate reasons for access, such as boat owners, would be permitted entry. As for stores and other facilities, everyone was expected to use the commercial area on James Street; there was not enough room for any kind of commercial establishment in the project site.

19. Gil Simmons asked about entrances to the car park. Chuck Towsley said that there was one entrance planned, to be opposite Macnab Street. A pedestrian entrance could possibly be accommodated at the west end by the Leander Club.

20. The Chairman said he was very concerned about access, and that new fences or walls would do little to improve the current situation. There followed a discussion about a possible connection from Pier 8 Parkette around or through the project to Pier 4 Park. Chuck Towsley said that CAPIC could assist on the urban design of the whole area.

21. There was a motion by Russell Elman/Gil Simmons to recommend joint planning by the City and the H.H.C. of the whole area between Pier 4 and Pier 8, and that the City's terms of reference for the design concept for Pier 4 Park be amended. After discussion, the motion was carried. **(ACTION - David Godley)**

22. There was discussion on various methods of connecting Pier 4 and Pier 8. The H.H.C.'s 1982 proposal for Guise Street was reviewed. There was concern over the problem of water related north–south traffic conflicting with shoreline east–west traffic if an internal link was utilized. Chuck Towsley stated that the launching ramp beside Leander will not be replaced mainly due to space problems, and that any alternative ramps would be up to the city. The external connections were also discussed.

HHCAPIC

:CS

5d

July 24,1990

Memorandum:

To: A. Little

From: C H Forsyth AL.

Re: CAPIC Minutes - item 5

1 A statement was circulated for information (from CAPIC) at the June meeting of P & D

2 A follow-up Memorandum has gone to a few persons as of this date (Morrow/McCulloch/Munro) to draw attention to the CAPIC position again

3 Attached are copies of the original Memo, plus today's covering Memo to the above-named persons.

4 This can go out with the CAPIC minutes if you wish.

capic

CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

CITY HALL, 71 MAIN STREET WEST, HAMILTON, ONTARIO, L8N 3T4

July 24, 1990

M E M O R A N D U M

To: Mayor Robert Morrow,
City of Hamilton

Dr. L. Munro, M.P.P.
Hamilton Centre

Alderman W. McCulloch,
Planning & Development Committee
City of Hamilton

From:

Charles H. Forsyth
Chairman, CAPIC
City of Hamilton

Re: Rapid Train & Related Rail Transport Issues

1 The attached MEMORANDUM was submitted to the Planning & Development Committee for information, on June 20.

2 It is the opinion of CAPIC that the issues noted in the Memorandum are of considerable importance - especially in the context of the latest Municipal Affairs/Transportation (Ontario) initiatives re strategies for development in the Greater Toronto Area (GTA). Thus CAPIC believes that Item 4 of the Memorandum deserves consideration.

3 In view of the likelihood of a Provincial election this Fall, it would seem to be an opportune time to use whatever leverage is available to get such matters onto the political agenda of the next five years.....before (once again!), such issues are seen only from the perspective of the GTA - which in itself skews the proper understanding of the GTA!

Charles H. Forsyth
Chairman

June 20, 1990

M E M O R A N D U M

To: Planning & Development Committee
City of Hamilton

From: Charles H. Forsyth
Chairman, C.A.P.I.C.

RE: Ontario-Quebec Rapid Train Task Force
- and related issues of rail transport

1 A Report was sent to the Secretary of Planning & Development Committee on May 17, regarding the mandate of the Ontario-Quebec Rapid Train Task Force, and issues regarding rail transport that could be of significance for the City and Region.

Two matters were then noted:

a) The impact that a rapid train service could (would) have on the Hamilton downtown; and

b) The desirability of City staff being involved in monitoring the activities and findings of the Task Force.

2 CAPIC dealt with the matter at its meeting of June 15, and received a presentation from Mr. J. McCullum, representing Transport 2000

3 After considerable discussion, a consensus was arrived at by CAPIC, as follows:

a) FOLLOWING UP ON THE SUBMISSION OF THE REGIONAL CHAIRMAN (R. WHYNOTT) TO THE TASK FORCE, IT IS DESIRABLE THAT THE CITY OF HAMILTON, THROUGH APPROPRIATE STAFF, ESTABLISH CONTACT WITH THE TASK FORCE, AND ASSESS THE IMPLICATIONS OF THE POSITIONS TAKEN BY THE TASK FORCE FOR THE TOTAL TRANSPORTATION NETWORK OF THE CITY AND REGION; AND

b) IT IS RESPECTFULLY SUGGESTED THAT THE CITY (AND REGION) TAKE THE LEAD IN ENCOURAGING THE REGIONS OF HALTON, NIAGARA, WATERLOO, AND THE CITY OF LONDON (AND RELATED MUNICIPALITIES) TO GIVE JOINT CONSIDERATION TO THE ECONOMIC AND SOCIAL IMPLICATIONS OF RAPID TRAIN DEVELOPMENT IN THE MAJOR ECONOMIC AND URBAN TERRITORY REPRESENTED BY THOSE MUNICIAPLITIES, INCLUDING SUCH MATTERS AS:

i - THE "RAPID TRAIN CORRIDOR" AND KEY POPULATION CENTRES;

ii - THE MOST EFFECTIVE DEVELOPMENT OF "GO" AND OTHER COMMUTER TRAIN SERVICE AS A MAJOR ELEMENT IN THE "PEOPLE TRANSPORT"SYSTEM OF THE TOTAL REGION; AND

iii - THE MAINTENANCE OF AN ADEQUATE AND EFFICIENT FREIGHT RAIL CAPABILITY AS A VITAL COMPONENT OF "GOODS TRANSPORT" STRATEGIES FOR THE TOTAL REGION.

4 It is worth noting that when the regions referred to in 3 b) above are considered as a socio-economic 'zone', it emerges as a 'city-state' equal to the Metropolitan Toronto Region. Too often, perhaps, policies are made that regard our regions as appendages of the Metropolitan Toronto Region, and thus do not sufficiently take into account the needs and potential of the economic zone where much of our future development lies.

CAPIC therefore suggests that the "rapid train" studies provide a useful opportunity for the regions named to take initiatives of their own that will consider the various transport issues, and their inter-connection, that are of vital importance to present and future development of a critical 'zone' of Ontario.

Respectfully submitted,

Charles H. Forsyth
Chairman, CAPIC

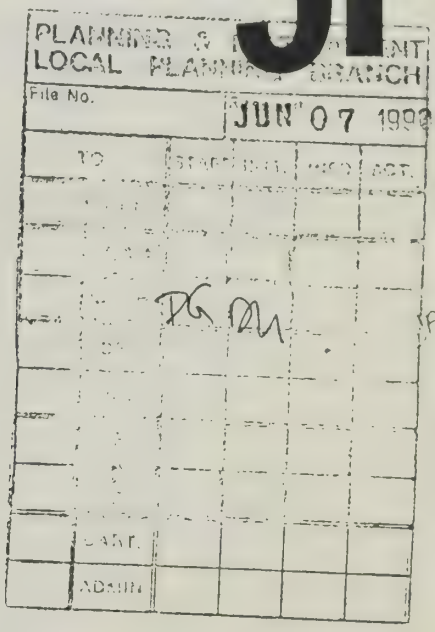
McMaster University

1280 MAIN STREET WEST
HAMILTON, ONTARIO
CANADA L8S 4K1

Department of Geography

PHONE: (416) 525-9140, EXT. 4535
TELEX: 061-8347
FAX: (416) 546-0463

5f



June 5, 1990

Mr. David Godley
Planning and Development Department
City of Hamilton
City Hall
Hamilton, Ontario
L8N 3T4

Dear David:

A Proactive Role for CAPIC

I neglected to send these notes in time for the last CAPIC meeting. I shall be at the June one (the 15th?).

Framework for Action

(i) Ensure the visibility of CAPIC and its mandate through publicity and public member comment on central area and related issues.

(ii) Foster existing and develop new networks and patterns of interaction with council committees and members, local media and interest groups.

(iii) Send more letters and commentaries to the P & D Committee than we presently do.

(iv) Monitor the local media and act on relevant issues in appropriate ways.

(v) Focus more explicit attention on monitoring the implementation of central area developments and the central area plan.

(vi) Monitor elements of the CAPIC mandate, e.g. environmental quality, land use and land use changes, traffic and transit, activity patterns and neighbourhoods.

Action

(i) Information : act as a clearing house and routing station on central area issues between council (through P & D) and community and between other interested parties.

(ii) Presentation : continue to request presentations from relevant organizations and individuals to update CAPIC. We should encourage the presenters to consider the future as well as report on the present (see vi).
: consider giving CAPIC presentations either as part of public meetings or in some other form. These presentations could be verbal and/or visual. For the latter, a P & D/CAPIC display in City Hall or a touring one of city libraries might be appropriate.

(iii) Liaison : extend and establish on a regular basis interaction with committees, interest groups and other organizations.
: liaise with the Healthy Communities movement, housed with the Canadian Institute of Planners.
: consider the feasibility of some inter-group reporting mechanism.

(iv) Monitoring : consider CAPIC's mandate to monitor central area events most broadly. This may behoove us as committee members continuing to use our eyes and ears and to act as whistleblowers.

(v) Paths of Influence : identify and utilize those pathways (mainly P & D) through which CAPIC may input its view into the policy process.

(vi) Long-term Goals : CAPIC is quite a 'visionary' organization. It should consider, given our start-point, what the city can and should look like over a variety of time-scales. This has and will continue to involve CAPIC sharing information and 'brain-storming' these issues, using such books as Whyte and Gratz (already referenced by Charles Forsyth and Kemble - The Canadian City: St. John's to Victoria (1989) - but no Hamilton, and Hough - Out of Place.
: consider asking the central area organizations and neighbourhoods for their visions of the future.
: consider running a school-based competition (under CAPIC's logo) on what the city should look like.
: consider taking leadership on this issue of long-term goals.
: take the long view and take it for the set of issues identified in CAPIC's mandate.

(vii) Leadership : a proactive role for CAPIC with respect to implementation monitoring and the future of our city will not only benefit CAPIC but the city. Hamilton will gain practical benefit if these ideas are incorporated into planning and development strategies and a leadership role in the use of both public and visionary input into long-term goals.
: consider extending CAPIC's commentary to those issues covered by the Healthy Communities idea.

Independent brain-storming is usually full of glitches. But if you are of a mind, please feel free to reproduce this letter as part of the CAPIC package.

Yours sincerely,

Dr. John Eyles,
Professor.

JDE:dj

① For distribution at June 15 meeting. JE, 11 June 90

The Spectator August 28/86

City did nothing to save St. Mark's: bishop

By ERIC McGUINNESS
The Spectator

THE CITY of Hamilton has made no attempt to buy the 112-year-old St. Mark's Church, Anglican Archbishop John Bothwell said yesterday as the Ontario Municipal Board began a hearing on plans to rezone the site at Bay and Hunter streets for a 10-storey apartment tower and diocesan offices.

Although Durand Neighborhood residents and city council's parks and recreation committee recommended preserving the property for public use, Archbishop Bothwell said city officials have not tried to acquire the land.

"I've said to the city for a year, give us an offer and we will consider it and avoid the whole hearing," the archbishop told reporters during a break in the proceedings.

"I've written to two of three people, but have had no response.

"Alderman Bill McCulloch said he'd be in close touch with me, but except for one meeting a year ago, he has not answered."

The site is in Ward 2, represented by Mr. McCulloch, who supported the call for a city purchase in January, saying there might never be another opportunity to buy open space in the densely populated neighborhood south of city hall.

The alderman was not available to comment on the archbishop's remarks.

In refusing to rezone the church property last December, council sided with city planners who described the proposed development as an overly intense use of the land, imcompatible with the surrounding area.

That decision is being appealed by St. Mark's (Hamilton) Non-Profit Housing Inc., a corporation set up by the Anglican Diocese of Niagara which owns the church, closed since last October.

As the hearing opened at city hall yesterday, W. Kent Newcombe, a retired Stelco executive who heads the housing company, said provincial subsidy for the 48 apartments might be withdrawn if the zoning isn't approved by year-end.

Four neighborhood residents who oppose the plan will likely be heard tomorrow or Thursday.

Patrick Devine, a Toronto lawyer representing the Anglican diocese, said he would try to show the OMB that the proposal represents good planning, conforms to city official plan policies and implements provincial policy on affordable housing.

Architect Trevor Garwood-Jones said he first suggested tearing down the church, but changed the design to suit city staff who wanted to save at least some of the 19th-century church and its landscaped yard.

The plan before the municipal board would preserve the east end of the church, closest to Bay Street, and the bell tower built in 1930. The corner would remain open.

Ken Lamb, a Duke Street resident who objects to the rezoning, said in an interview that one of his main concerns is the number of lodging homes and halfway homes already in the Durand Neighborhood.

"Another 48 non-profit units is too many," he said, "and we don't feel that particular space is right for another high-rise building."

The archbishop called the proposed tower "a modest high-rise compared to the ones around it" and said the site is ideal for assisted housing.

65

Church wins battle to build apartments

By ERIC McGUINNESS
The Spectator

ARCHBISHOP JOHN Bothwell is pleased the Ontario Municipal Board will let the Anglican Diocese of Niagara build offices and a 10-storey apartment building on the site of St. Mark's Church at Bay and Hunter streets in Hamilton.

"The general outcome is good and fair," the archbishop said yesterday.

"It's a very exciting project that preserves a lot of the open space, plus part of the church — although we don't think the church is particularly historic or beautiful."

City council refused to rezone the church property in December, on the advice of planners who said the project would be an overly intense use of the land, incompatible with the surrounding area.

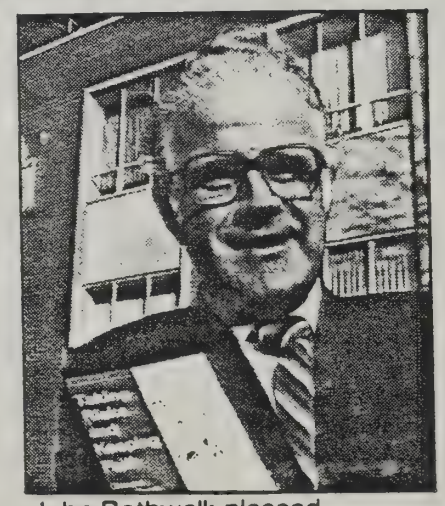
A non-profit housing corporation set up by the Anglican diocese appealed council's decision and won last Friday, at the end of a week-long hearing.

Board member Ward Rodman reportedly ruled that the project should proceed because it will preserve part of the 19th-century church building and the landscaped churchyard while providing needed housing.

Laurelann Prociuk, who gave evidence on behalf of the Durand Neighborhood Association, said yesterday she was disappointed the OMB had not been swayed by concerns about density of development, traffic and parking.

On the other hand, she acknowledged the need for affordable housing and said architect Trevor Garwood-Jones had tried to address residents' concerns.

"Certainly the church has a right to make valid use of their own property," said Mrs. Prociuk, "but we hoped the project might be switched to another site or that the city would make an offer to buy St. Mark's."



John Bothwell: pleased

Archbishop Bothwell said the non-profit housing corporation would meet immediately to get the project going, but would still listen to other ideas for the site.

"If the city wants to make a land exchange, we're still open, but time is running out. We intend to move ahead, but the door is not finally closed; we will continue to try to be reasonable.

"Our intentions had always been to serve and help the community, rather than to sell the property and take a land profit."

Designs submitted at the OMB hearing show the east end of the church, facing Bay Street, being converted to offices for the Anglican diocese which now operates from Niagara Church House on Victoria Avenue South. The bell tower would become a chapel.

A 10-storey building attached to the church would include two levels of underground parking and 48 apartments, most with one or two bedrooms.

St. Mark's Church closed because of declining attendance.

THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

Planning and Development Department
71 Main Street West; Hamilton, Ontario L8N 3T4

FAX: 546-4202

7

Refer to File No. P5-4-7-18
Attention of
Your File No.

July 3, 1990

TO: CAPIC MEMBERS

Re: CBD Study

On June 15, 1990, a "summer assignment" was distributed. CAPIC members were asked to participate in identifying areas of improvement, areas where a little money could be spent to make Hamilton's CBD more attractive (see map attached showing CBD boundary).

Elements to consider on your journey are as follows:

- o streetscaping
- o landscaping

Examples of areas requiring improvements are shown on the attached list.

Your participation would be greatly appreciated as the information collected is a significant step towards improving the quality of the downtown. We would like to have your material by Friday, July 20, 1990 if that were possible.

Please address your reply to Neely Law, 7th Floor Planning and Development Department, City Hall, 71 Main Street West, Hamilton, L8N 3T4. If you would like to discuss the matter, please call Neely Law at 546-4267.

Yours truly,

David Godley
CAPIC Co-ordinator

/ns

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POSSIBLE AREAS OF IMPROVEMENT

(1) Pedestrianize the section of Hess Village (Hess Street) between George Street and King Street on summer evenings;

(2) Widening of sidewalks on King Street East to allow for better pedestrian movement, landscaping and on street parking; and,

(3) Upgrade Summers Lane to make more visually and pedestrian attractive.

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CENTRAL BUSINESS DISTRICT STUDY: POSSIBLE AREAS OF IMPROVEMENT

BACKGROUND

A summer assignment was distributed in June by Neely Law and has been attached for reference. The purpose of the assignment was to identify possible areas of improvement where a little money could be spent to make the Central Business District core area more attractive. Both CBD and CAPIC committee members where requested to participate in the exercise and provide their own ideas identifying potential areas for improvement. The names of the participants requested to provide critical comments has been appended.

A list of ideas, categorized by street name, has since been formulated by the responses received and is provided below. The list is intended for discussion purposes to generate further ideas which maybe integrated into the policy development, strategies development, and implementation phases of the study.

Cannon Street West
- north side between Caroline and Hess Streets should be made to look "Dickensian" with attractive light standards and hanging baskets.
- upkeep of vegetation between Bay and Caroline Streets.

Ferguson Avenue
- remove existing railway tracks and convert street into boulevard.
- initiate Ferguson Avenue Urban Design Study.

George Street
- streetscaping from Bay to Queen Streets to encourage pedestrian migration from the downtown core area to Hess Village.

Hess Street
- the area between Main and King Streets closed to vehicular traffic on summer evenings.
- pedestrian connection to Jackson Square by inter-block development via pathways at surface level or +15 or -15.
- enforcement of no cars allowed on the "closed off" section of George Street.
- zoning change at northwest corner of George and Caroline Streets from E-3 to a use compatible with the George Street character.
- keep trees trimmed in order to ensure view of bay.

Hughson Street
- encourage retail frontages from Hunter to Rebecca Streets.
- streetscape for pedestrianisation in light of proposed GO Station and encourage any retail frontages to erect canopies thereby providing protection for pedestrian movement.
- pedestrianize the street for a "station-to-station" link.

Hunter Street West
- south wall between James and McNab Streets should be painted with artistic work.
- underpass between McNab and Hunter Streets needs ceiling repair.
- underpass should be redesigned; initiate a special study.

James Street North
- develop east side of street across from the Eaton Centre.

James Street South
- between Jackson and Hunter Streets, plants should be placed in empty wrought iron planters in front of Gillies-Guy building.
- upkeep of vegetation on southwest corner of Hunter and James Streets as well as boulevard.
- artwork on walls of railroad underpass, as well as lit and made pedestrian friendly.
- place hanging plants on boulevard between Bold and Duke Streets in front of greystones.
- splashguards on west side of James between Herkimer and Markland Streets to protect pedestrians.

•streetscape the street with banners, trees, and benches.

King Street
•new facade with a ground level and +15 pedestrian link from the Convention Centre/Art Gallery to a building on the Board of Education carpark.
•tunnel beside the Board of Education Building should be glorified/exposed, not hidden.
•develop parking lot entrance and exit connections to minimize concrete facades.
•through traffic on King Street underground with entrances below to service the buildings.
•area outside Stelco Tower should become a "sun pit" like the area outside Standard Life Building, but needs better wind protection.
•Barnes Dance(so that pedestrians can cross at traffic lights diagonally) to link intersection at James Street to deter traffic.
•widening of sidewalks.
•close Gore Park to traffic at lunch times.
•provide incentives to store owners to convert upstairs of commercial buildings into livable apartments.
•make area past Bay Street more attractive by streetscaping, ie. banners, trees, benches.
•streetscaping of street with benches, trees, and banners from Wellington to Wentworth Streets.
•construct a direct enclosed pedestrian link between the King Street pedestrian bridge and the upper level stores in Lloyd D. Jackson Square.

Main Street West
•Streetscape street with banners, trees, and benches.

McNab Street South
•the bus stop stretch between King and Main Streets should be made to look more attractive with vegetation.
•sidewalk around the corner of Hamilton Place and south of King Street to the Art Gallery should contain licensed street vendors.

Queen Street South
•view of the escarpment should be maintained by trimming existing trees.

Rebecca Street
•trees on the perimeter of the parking lot across from the bus station should be replaced when dead-general upkeep.
•between James and John Streets, the trees should be trimmed in order to maintain a view of the new Eaton Centre.

St. Joseph's Drive
•unattractive/stark; fix by adding vegetation.

Summer's Lane
•redesign.
•upgrade/make more attractive.
•include in a Hunter Street, City Hall, and Jackson Square pedestrian connection.

Wellington Street North
•streetscaping of street from King to Cannon Streets with benches, trees, and banners.

York Boulevard
•make it into a more inviting entrance for the city by placing banners and plants, especially between Hess and Bay Streets.
•construct building across the street to link area above Lloyd D. Jackson Square with new development on the northeast corner of Park Street.
•enforce York Boulevard guidelines.

General Improvement Suggestions

•landscape the perimeter of carparks with vegetation as well as between the cars as was done with the City Hall parking lot.

•eliminate blank wall facades, open up with cafes, umbrellas.

•allow glass enclosures, particularly restaurants, on road allowance to accommodate displays/restaurants.

•allow vines to grow up telephone/light poles.

•re-install drinking fountains.

•purchase buildings on both sides of King Street east and open the building to connect back parking lots to the Main street.

•develop a policy whereby City Hall worked developers to improve/upgrade existing streetscape, eg. match cash spent.

•streetscape all of the sidestreets crossing James Street north with benches, banners, and trees.

•erect a skating rink in the Jackson Square/+15 area and other recreationally oriented facilities.

•upgrade vegetation with tree planting and flowers.

•low rise development (6 storey maximum) south of Hunter Street.

•identify connections/linkages for both cars and pedestrians.

SUMMER ASSIGNMENT

"CBD Walk-About"

PURPOSE: To identify CBD improvement issues and areas (e.g. streetscaping, lighting, accessibility, safety).

METHOD: Individual - Walk through the downtown area within the boundary indicated on the attached map.

Please note time of day of walk, weather conditions, companions (if any), any general comments.

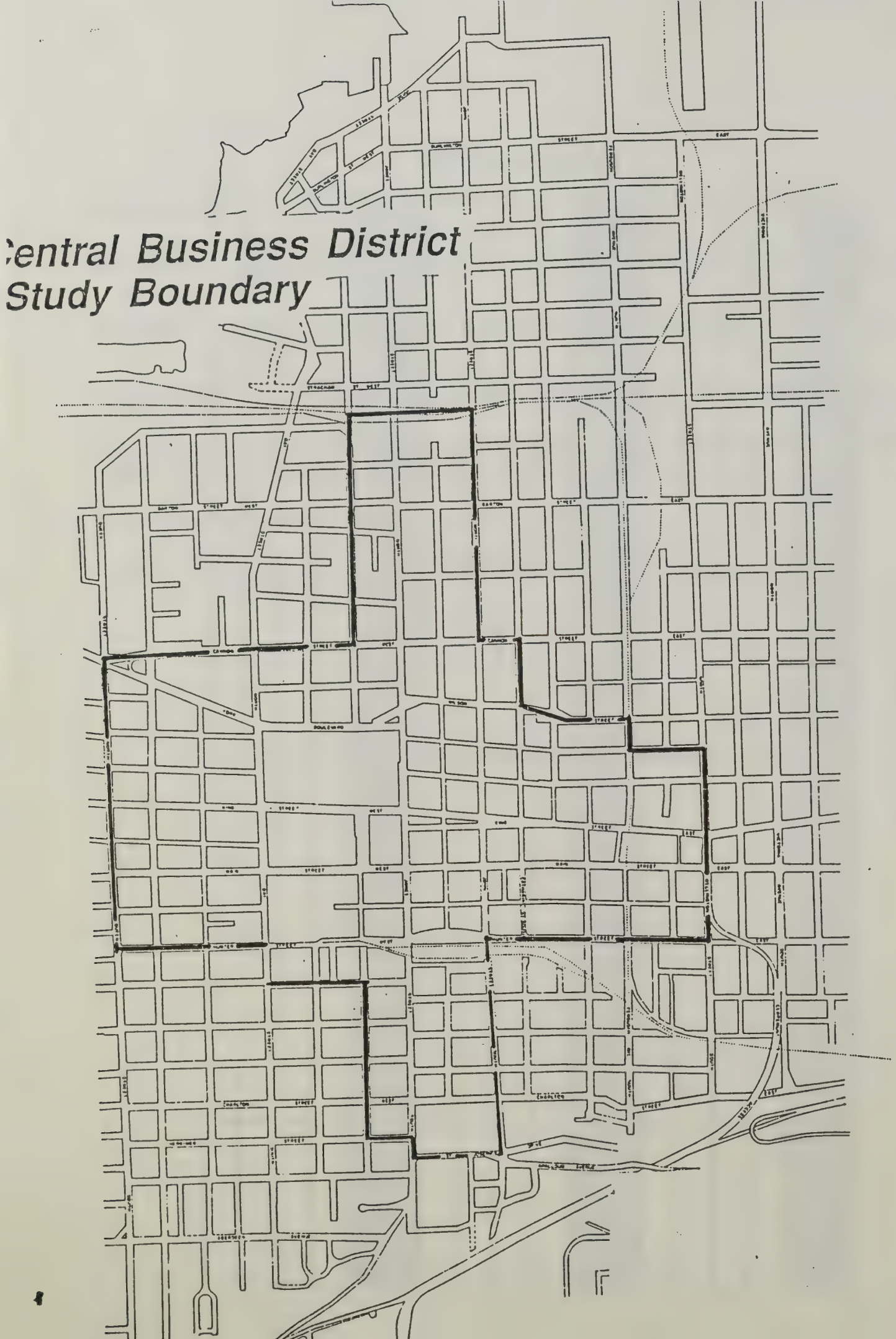
This exercise will enable the individual committee members to identify cumulatively the present problem areas and address specific suggestions for improvement.

Please bring your collected information to the next meeting.

It may be helpful to keep a journal. An example is given on the next page.

Journal

Street name	time weather	time weather	time weather	time weather	time weather
Date					
Street name	time weather	time weather	time weather	time weather	time weather
Date					
Street name	time weather	time weather	time weather	time weather	time weather
Date					


Central Business District
Study Boundary

capic

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CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

a Subcommittee of the Planning and Development Committee

c/o CITY HALL, 71 MAIN STREET WEST, HAMILTON, ONTARIO, L8N 3T4

July 24, 1990

P5-4-7-9

To CAPIC Sub-Committee Members

RE: **Identity Areas within the Central Area**

Subsequent to the CAPIC Sub-Committee meeting held on July 10, the Planning and Development Department outlined possible Identity Areas within the Central Area. A map displaying these areas is attached. These proposed areas provided as background information will be presented at the CAPIC meeting on September 14 followed by discussion. The following definitions may help you select Identity Areas and understand the map more clearly.

IDENTITY AREA - A sub-division of the Central Area which requires urban design guidelines.

CORRIDOR - A street or link which requires urban design guidelines.

TERMINAL POINT - A district feature symbolizing the beginning or end of a corridor.

In addition to the above definitions, the following list of items should be considered as heading for the urban design guidelines:

1)	height	6)	open spaces
2)	setbacks	7)	landscaping
3)	vistas	8)	wind aversion
4)	links	9)	sunlight
5)	focal point	10)	massing

Urban design guidelines from the Central Area Plan, Downtown Action Plan, and Durand Neighbourhood Plan are attached for reference purposes.

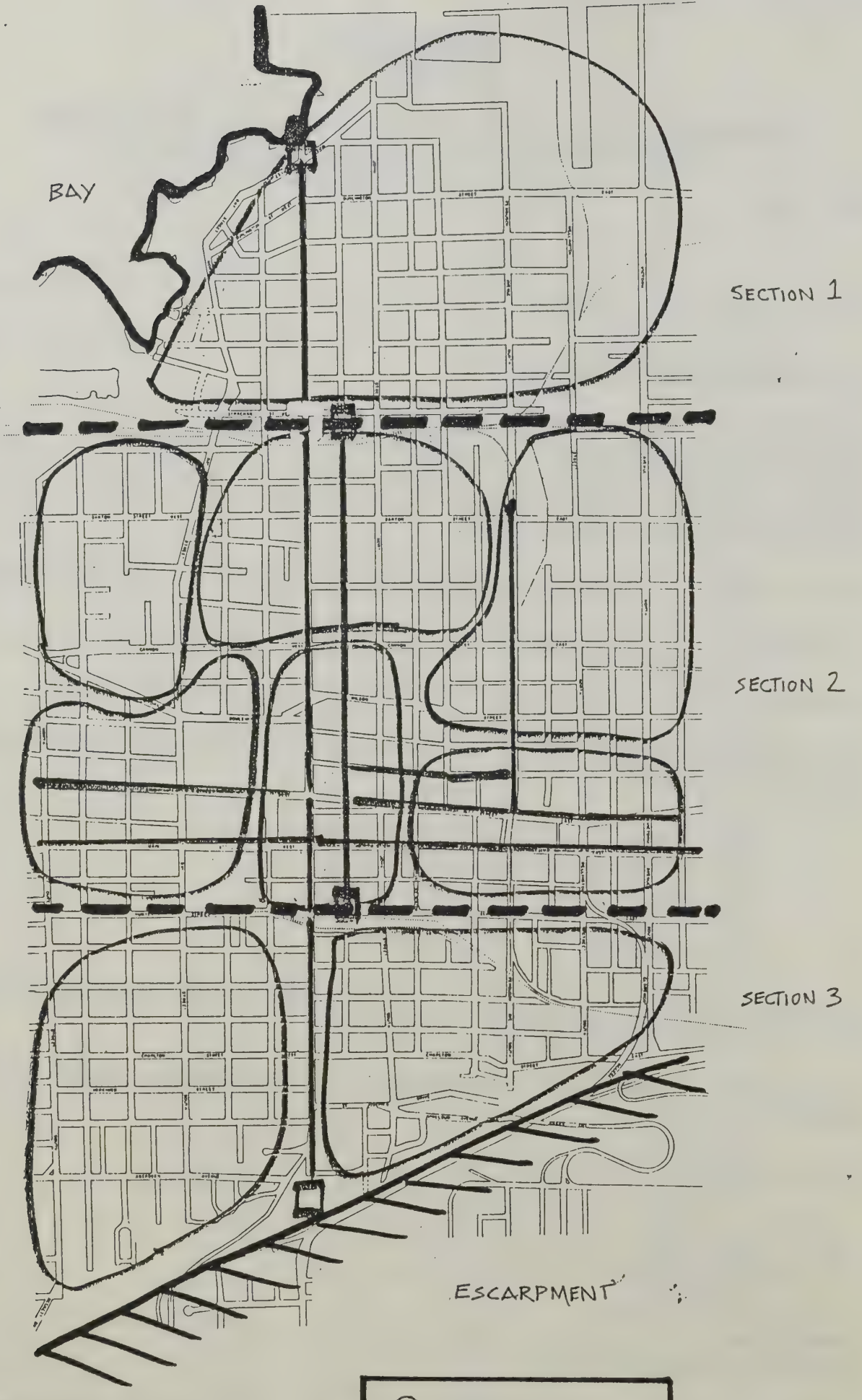
If you would like to discuss these matters, please contact Vladimir Matus at 546-4455 or Neely Law at 546-4267.

Yours truly,

Neely Law

David Godley
Manager, Neighbourhood Section

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Attach
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CENTRAL AREA
IDENTITY AREAS

IDENTITY AREA
CORRIDOR
TERMINAL POINT

CENTRAL AREA PLAN

4.9 Urban Design

It is intended that the character and role of the Central Area will be enriched through urban design principles in accordance with Section C of this Plan to ensure an attractive environment for the benefit of existing and future residents, as well as strengthen the economy.

Urban design is concerned with the visual and functional interrelationship of buildings and spaces. Urban design principles address the need for preservation and enhancement of the built environment and especially of areas and buildings of historic and architectural significance while still encouraging and providing for high quality design of new development. As such, policies relating to Urban Design will apply throughout the Central Area and address:

- the enrichment and expansion of the character of the Central Area through a high level of design standards;
- the preservation of buildings and areas of historic and architectural significance;
- the preservation and development of attractive and compatible streetscapes; and,
- the provision of safety, security and energy conservation measures in new development.

4.9.1 Design of the Central Area

It is through a high quality of design that the Central Area can be made a more attractive place to live and work, as well as stimulate and attract additional high quality development.

Design Excellence	4.9.1.1	Design excellence will be required to create an attractive and cohesive environment throughout the Central Area.
Building Design	4.9.1.2	Innovative building designs and layouts will be encouraged, particularly if they involve integration of different land uses.
Views and Vistas	4.9.1.3	Council will encourage building design which preserves important vistas of the Escarpment, the Bay, and significant architectural features.
Weather Mitigation	4.9.1.4	The design and siting of new buildings will take into account how the new structure and surrounding buildings modify the effects of wind, rain, snow, sun, heat and cold. Efforts will be made to mitigate the effects of adverse weather conditions, particularly on pedestrians.
Human-Scale Design	4.9.1.5	Council will encourage building design which takes account of the human scale and human interaction through consideration of such factors as height, mass, exterior design, access and amenity.
	4.9.1.6	Council will encourage any new buildings in the vicinity of heritage buildings and areas to be compatible in terms of scale, height and proportions with development in the surrounding area.

Setbacks	4.9.1.7	Council will encourage appropriate building setbacks taking into consideration existing setbacks and development of setback areas for pedestrians.
Prominent Sites	4.9.1.8	The design of development in key locations in the Central Area should be given particular design attention, (e.g. lands adjacent to York Boulevard)
Gore Park	4.9.1.9	The area surrounding Gore Park should be given special design attention in order to maintain the sense of enclosure already present and reflect and enhance its human scale.
Links	4.9.1.10	The design of commercial, institutional and recreation nodes in the Central Area should take into consideration attractive streetscaping and pedestrian movement considering the needs of existing and future uses.
Density of Development	4.9.1.11	New development in the form of a variety of densities and heights will be encouraged. However, high-rise development will be discouraged in predominantly low-rise residential areas.
Waterfront Development	4.9.1.12	The design of waterfront development should be compatible with the natural environment and with the adjacent neighbourhood.
Site Plan Control	4.9.1.13	Site plan control will be applied throughout the Central Area for all developments, except one and two-family dwellings.
Commercial Buildings	4.9.1.14	Parking for extended commercial development will be located to the rear of the property. Extended commercial is a category of commercial use generally located along major roads with individual accesses and maximum exposure to the street in accordance with Policy A.2.2.14 of this Plan. Adequate buffering for residential uses adjacent to these parking areas will be required.
Safety, Security and Energy Efficiency	4.9.1.15	The integration of safety, crime prevention and energy conservation measures will be encouraged in new development and redevelopment. Therefore, in accordance with Subsection C.2 and C.8, Council will encourage: (i) safety features for new development, as determined through special study; (ii) crime prevention design features to be incorporated into existing and new developments, such as special lighting, access and openness to public view; and, (iii) energy-efficient construction, heating, insulation, cooling and ventilation systems, layout and design and any other relevant energy-saving techniques to be incorporated in all buildings.

BUILDING GUIDELINES

New Building Development

While programmatic and economic conditions largely determine the locations and forms of new downtown development, co-ordination of setbacks, building heights and facade character will play a strong role in shaping the future of the downtown area.

One of the finest virtues of the study area is the continuous building face or wall along the building frontages. It is important to maintain this continuous pedestrian-related frontage in an interrupted fashion. Therefore, when new developments are considered in the context of a continuous frontage situation, existing setbacks should be observed and designed harmoniously with adjacent structures. In cases where new development does not abut an existing built frontage situation, consideration for setbacks beyond the current building limits may be considered. However, it should be kept in mind that in an attempt to make the downtown area a desirable pedestrian environment - "broad avenues" - are less desirable from the standpoint of the pedestrian than "narrow, intimate, street settings".

Building heights should be taken into account for new development with a view to maintaining as much sunlight at the street level as is possible. This is particularly noteworthy on the south sides of streets which would cast shadows to the north. A clear example of inappropriate response to building height is King Street East in the Gore Park area. A more favourable response would have been to locate the tall buildings on the north side of the street.

We do not suggest creating a height limit, but do suggest a desirable limit would be in the order of 6 storeys, although more storeys could be added if they were stepped back from the road right-of-way.

Controls on building character are difficult at best to control and regulate. However, encouragement should be made by City officials at all stages of the design approvals process to encourage developers and their architects to observe the contextural setting of their developments to be sure that architectural styles are complemented with respect to setbacks, building heights, and street facade design.

From:
Downtown Hamilton Action Plan
duToit Associates Ltd. 1983

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4. URBAN DESIGN

Urban design involves the form and appearance of buildings and their inter-relationships. Visual aspects of urban design include massing of buildings, relationship of buildings to each other, appearance of individual buildings, the definition of open space by buildings, and the appearance of open spaces including streets, parks, parking lots and privately owned areas visible to the public.

An important aspect of urban design is the preservation of buildings and conservation of areas with architectural and historic significance to the neighbourhood or city because of age, design, builder, history, association, special character feature or artistic and aesthetic quality. Durand has outstanding buildings and areas of architectural and historic importance. Much of Durand's charm and attractiveness is derived from its older buildings and their settings.

Functional aspects of urban design include pedestrian linkages, integration of the pedestrian and vehicular systems, access to sunlight, shelter from wind, rain and snow, design for crime prevention and design for a livable winter city, which considers the special needs of pedestrians in the winter. Special consideration should be given to the needs of seniors, the handicapped, and users of wheelchairs, carts, buggies and baby strollers.

Objective 1 - Application of Urban Design Principles

Durand's character and role should be enriched and expanded through appropriate urban design principles applied in a manner to ensure an attractive environment and economic well-being.

Policies

1. The review of the high density residential districts will give consideration to retention of presently permitted densities at reduced heights for portions of the neighbourhood where lower heights predominate or where there are significant heritage buildings, streetscapes, or views of the Niagara Escarpment which should not be disturbed.

2. Design excellence and co-ordination will be required and encouraged to preserve Durand's existing character. The Urban Design Committee, which is now established and operational, will pursue these objectives.

3. The Niagara Escarpment is a very significant physical feature which enhances the character of Durand. Attempts will be made to preserve vistas and view corridors to the Escarpment as much as possible in all areas of Durand, particularly south of Robinson Street where these views are most critical.

4. The design and siting of new buildings will take into account the manner in which the new buildings and surrounding buildings modify the effects of climate, such as wind, rain, snow, sun, heat and cold. Efforts will be made to mitigate the effects of adverse weather conditions on the pedestrian, to implement the livable winter city concept.

5. The potential shadow effects of new buildings will be studied, to minimize adverse impacts on existing structures and land uses.

6. The human scale (i.e. provision of an environment which is comfortable and attractive for pedestrians and other street-level users) and encouragement of human interaction through building design will be a priority in defining the height, mass, access and amenities of new buildings.

7. Setbacks for new buildings will take into account existing setbacks, and development of the setback area for pedestrians. For high rise residential/commercial developments, consideration will be given to requiring additional setbacks for floors above the sixth storey (approximately the height of mature trees) to minimize the visual intrusion of these buildings as viewed from street level. Landscaping and other amenities can be provided at the setback level. Where residential development is proposed in conjunction with commercial, additional setbacks will not be required for the residential component.

8. The effects of front lawn conversions for parking on the streetscape will be carefully examined before significant additional conversions are permitted. Policies will be established as part of the study process.

9. The tunnel under the TH and B railway tracks at MacNab will be repaired and upgraded to provide an attractive, safe and convenient link between the downtown and the neighbourhood.

10. Wind effects will be studied on streets identified as having wind problems and significant numbers of pedestrians such as Park St. and Bay St. in order to mitigate the effects of wind on pedestrians. Such measures may include landscaping, canopies and wind deflection devices, as illustrated in Appendix F.

11. Crime prevention design will be a priority through introduction of special lighting in problem areas, fencing, increased visibility, participation in Neighbourhood Watch and other programs and liaison.

12. Plantings such as trees on the grounds of Central Public School will be considered, to provide a visual and noise barrier for surrounding apartment residents.

Objective 2 - Preservation of Historic and Architectural Character

The unique historic and architectural character of Durand Neighbourhood will be conserved and enhanced. New development will be compatible with historic and architecturally significant buildings and areas to create a cohesive environment sensitive to the texture of the old while meeting the needs of present and future users.

Policies

1. Landmark buildings will be preserved, restored, enhanced and designated under the Ontario Heritage Act, where appropriate. Other important buildings should be retained wherever possible. Priorities for protection will be based on the significance of the building in architectural and historic terms, the threat of demolition and the willingness of the owner to comply with protection by means such as designation. The existing streetscape formed by landmark buildings and other important buildings in conjunction with surrounding trees and landscaping will be retained.

2. Districts of architectural and/or historic value will be conserved and enhanced. Small areas of predominantly residential use will be identified for study. Policies developed will elaborate on the planning framework of the Durand Neighbourhood Plan with an emphasis on conservation of heritage attributes. Priorities for study as heritage conservation districts will be based on the historic and/or architectural significance of the areas, the threat of destruction and the willingness of the owners to comply with protection.

3. Conservation measures for James Street South will be considered as part of a study examining other urban design matters, land use and movement. In the interim new development on James Street South will be restricted to infilling and minor changes which reflect the character of the older buildings. The existing streetscape will be retained where several attractive buildings form a desirable view.

4. Appropriate innovative combinations of old and new buildings will be encouraged as an alternative to demolition and comprehensive redevelopment. New buildings in the vicinity of heritage buildings and areas will be compatible in scale, height, proportions, material and style.

5. Appreciation of Durand's architectural heritage in Durand will be improved through means such as a public awareness program.

6. The increasing importance of heritage conservation will be recognized in planning decisions althougn other planning objectives will be given due consideration.

7. An attempt will be made to strengthen incentives and controls for building and area conservation.

MINUTES

CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

City Hall, Room 264

Tuesday, July 10, 1990

MEMBERS ATTENDING

Rev. Charles Forsyth	CAPIC, Chairperson
Gil Simmons	CAPIC, North End Neighbourhoods
Russell Elman	CAPIC, Durand Neighbourhood Association
Kay Nolan	CAPIC, HWRCSSB
Diane Dent	Urban Design Committee

STAFF

David Godley	Local Planning, Neighbourhoods
Vladimir Matus	Local Planning, Urban Design
John Sakala	Local Planning, Urban Design
Nina Chapple	Local Planning, LACAC
Neely Law	Local Planning, Neighbourhoods

INTRODUCTION

David Godley began the meeting with introductions of committee members and re-stated the purpose the meeting was being held.

Vladimir Matus gave an introductory speech outlining what elements should be addressed when determining identity areas. The elements include the environment, movement, height and the pedestrian.

ENVIRONMENT

The Central Area was divided into three sections for reasons relating to the natural features, the Escarpment and the Bay (see attached map).

Section 1: Queen Street to Victoria Avenue from the Waterfront south to the CN Railway lands. The guidelines developed for this section should relate the urban form to the Bay.

Section 2: Queen Street to Victoria Avenue from the CN Railway lands to Hunter Street. Guidelines in this section should reflect intense development.

Section 3: Queen Street to Victoria area from Hunter Street South, south to the base of the Escarpment. Guidelines should be developed in order that the urban form relate to the Escarpment.

MOVEMENT

It was accepted by the committee as a general rule to designate the north/south corridors for pedestrian usage and east/west corridors as vehicular priority routes.

The north/south streets were selected for pedestrian routes due to greater potential to provide a comfortable pedestrian environment because of one hour sun access and possible sociological affects of the sunshine.

Exceptions to the general rule would be the exclusion of Gore Park and King William Street as vehicular throughfares.

It was suggested that HSR improve the co-ordination of north/south and east/west routes.

James Street should be specifically addressed when selecting identity areas as it is a major access point to the Central Area.

The Ferguson Ave. area in Section 2 should be identified for residential development due to the fact of its potential and underutilization for residential use.

HEIGHT

Urban design guidelines for each section should include height limitations in order to preserve and protect views and vistas of natural features.

Height regulations are of primary importance in the Central Area as many sites are open for development; St. Mark's Church (pending OMB decision in August), expansion of the Regional Tower behind City Hall, TH&B Station, and the Railway lands in the south-eastern portion of the Central Area.

GENERAL COMMENTS

Without adhering to urban design guidelines, future implementation of guidelines for the Central Area may be jeopardized.

Vladimir Matus stressed and the committee agreed that commitment to specific areas and application of policies is essential for the Identity Areas and the related guidelines to have any political value and strength.

Four general Identity Areas were labelled. They are as follows:

(1) James Street North encircling the CN Railway lands;

(2) Ferguson Avenue area including King William Street;

(3) CBD Study Focus Area; and

(4) the area of City Hall and Central Public School.

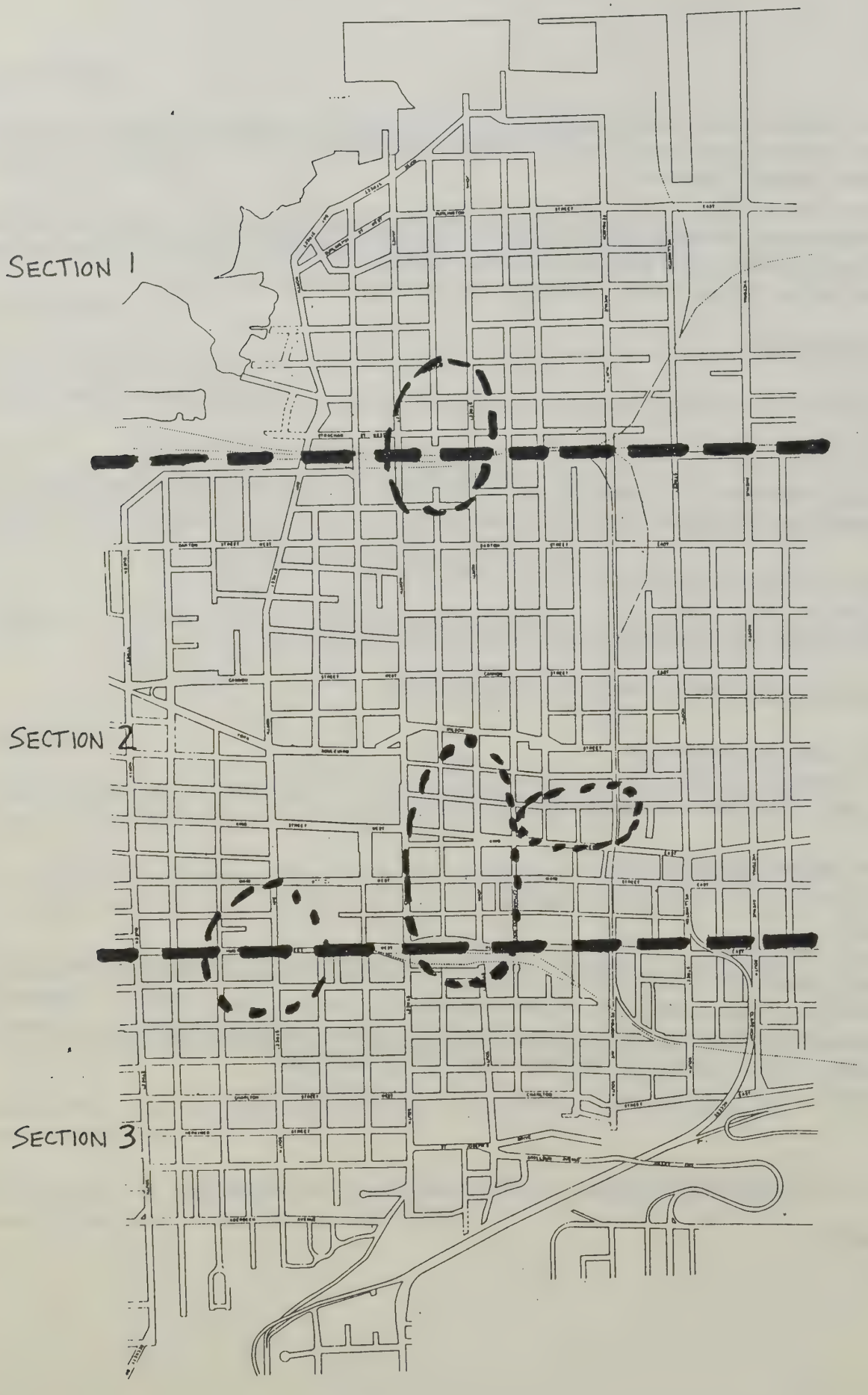
Refer to the attached map for locations.

Next Meeting

The Planning Department will elaborate on the work of the Committee and make a presentation at the CAPIC meeting on Friday, September 14 after cirulating proposals to those attending. They will also prepare general urban design guidelines for the whole of the central area and relate these to Central Area Plan, Downtown Action Plan and Durand Plan Urban Design Guidelines.

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CENTRAL AREA: GENERAL IDENTITY AREAS AS IDENTIFIED BY MEMBERS



The above-ground solution

Walkways bridge problem of getting from place to place

By Bruce Gates

CALGARY

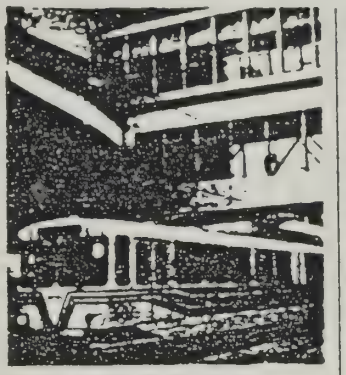
WHILE cities such as Montreal and Toronto have gone underground to create a downtown that's pleasant for shoppers 12 months a year, planners here have sought an above-ground solution.

This is why one of the most prominent features of Calgary's thoroughly modern skyscrapers is the network of elevated bridges connecting them.

The first of the bridges, nicknamed Plus 15s because of their 15-foot height above the sidewalks, was built in 1970, connecting the Westin Hotel to Calgary Place across 4th Ave. Today, 40 bridges connect nine kilometres of second-floor shops, parks and restaurants in major downtown office projects, creating a climate-controlled city-in-a-city above street level.

Connecting office buildings above ground, rather than through underground tunnels, came about partly because of the high water table created by the nearby Bow and Elbow rivers, but city planners say they prefer the above-ground network because pedestrians are better able to get their bearings while they're walking across the glass bridges.

"Their genesis was to try to create a more pleasant and accessible environment for the pedestrian," says Art Froese, Calgary's director of planning and building.



Above-ground bridges are a common sight in Calgary

Calgary planners have been awarding extra density above the standard seven times site coverage downtown to encourage developers to put in these bridges. Each costs about $500,000, and in most cases they are privately owned. The city must negotiate with the owners on hours of operation. In many instances, the city has managed to keep the bridges open past office hours.

Money for city-built bridges to fill in some of the gaps left by private developers is raised through a three-year-old formula planners refer to as "cash in lieu of bridge." When a developer isn't prepared to build a bridge, it pays the city a levy prorated to the size of the project, to a maximum of $1 million. The city puts the money in a trust fund for use toward future expansion and improvements to the existing network.

Froese says Calgary has so far collected $9 million in principal and interest from the formula. The money is being spent on upgrading the network, including enclosing several of the less attractive open bridges along the network.

"Not all of our network is perfect," senior planner Glenn Lyons says. In some cases the problem has been developers who have paid little more than lipservice to developing the network and have constructed unattractive bridges.

Another problem is signage. A lack of a coherent system of directional signs has left some Plus 15 users up in the air, literally, as they try to decipher the network. Apparently, the planners feel they're close to licking the problem. Froese says the city has spent the past two years and $1 million developing a standard sign system and has begun installation throughout the network.

"We want to make it easier for pedestrians to know where everything links together," he says.

Linkage has been another of the network's problems, says Ron Ghitter, executive vice-president, development, Trizec Corp.

"The network will be limited in its success until it is all connected up," he says. "There are still some gaps in it awaiting development."

One of these gaps will be filled in 1989, when Trizec completes the $100-million first phase of its 49-story Bankers Hall office-retail project.

Meantime, Calgary planners are also working with developers to create elevated parks on top of parking garages, at the Plus 15 level. The latest will be a $1-million park above a $23-million parkade now under construction in the downtown. The park is partially funded through donations from corporations such as Sun Life Assurance Co. of Canada and Olympia & York Developments Ltd., Lyons says.

Parking garages

As it does with the Plus 15 system, Calgary collects a levy equal to about $10,000 a parking spot from developers who can't put in the required one spot for every 1,500 square feet of building area. The collected money is put toward building downtown parking garages.

A fully integrated Plus 15 network may create an elevated paradise for pedestrians during inclement weather, but some observers argue it will destroy street-level shopping.

"They [Plus 15s] take people off the street," says Richard Singleton, a partner with Calgary architects Cohos Evamy Partnership. He wonders if Calgary's 671,000 population is big enough to support an indoor shopping mall without damaging existing street-level retail activity in the downtown core.

He says one victim of the Plus 15 network has been the Stephen Ave. Mall, similar to the Sparks St. mall in Ottawa.

The city is now looking for ways of rehabilitating the open-air mall to draw shoppers back, and Singleton believes one solution would be to provide better links between the Plus 15 and the street-level stores, so that pedestrians will be drawn back down to street-level shops.

Calgary has also set aside $12 million to develop a nine-block-long pedestrian mall along downtown Barclay St. So far, it has spent $6.5 million on widening sidewalks, and installing new light standards, benches, trees, planters and signs. Lyons says the city is adding as much color as possible to the streetscape, "because color really helps in winter."

Another city strategy is to encourage more mixed-use developments in the city centre to increase the downtown's permanent population from the present 10,000.

The city's $483-million Light Rail Transit system also runs at street level in the downtown core, in large measure to save money and prevent vandalism. However, keeping the 29 kilometres of track at grade level may also encourage Calgarians to use the street, though Lyons adds planners are working on ways of tying the stations into the city's Plus 15 network.

The LRT is part of a plan to get more people to use public transit. At present, 50% of the 80,000 Calgarians who work downtown use their cars. Froese hopes the LRT will eventually reduce that to 25%.

WINTER CITIES NEWS, VOL. 8. NO. 1. MARCH/APRIL 1990

From Saddles to Skywalking

A Northern "Mountain Man" shares his delight with Calgary's much discussed and often maligned Plus 15 systems

By Andy Russell

For many city seniors living in cold climates, winter is not a time for the greatest enjoyment of life. There is little fun in being a prisoner shut indoors by inclement weather. The bravest pay for their outdoor forays onto the streets by exposure to bitter cold winds, flying snow, the dangers of icy sidewalks and the daunting experience of using crosswalks when the flow of traffic is often downright dangerous.

Most of us are fully aware of being slower on our feet than we once were; traffic lights push us to the limit for sometimes the change to red comes too fast for comfort and safety. Ramps sloping down over curbs at intersections are wonderfully helpful in summer, but now icy under a skin of new snow they turn into traps for the unwary. Even on good days, snow melting in the sun drops water from our overhanging roof onto an otherwise dry sidewalk forming a low ridge of transparent ice on the cold concrete that is a real menace. It is a time to pray and a time to dream of palm trees, white sand beaches and a comfortable lawn chair in the warm sun.

Plus 15's are a real blessing of artistic practicality.

But not all winter cities are oblivious to the comforts of pedestrians old and young. The one I know best is Calgary, Alberta, Canada, where one can take public transport service to a downtown destination, debark at the door of warm buildings and go for blocks without ever coming out into winter weather. Shopping and looking after personal items of business is a pleasure. Lunch can be a leisurely affair in big warm herbariums, where the air is fresh and redolent with the smell of tropical growth reaching high to a glass roof and transporting a diner to a dream climate at no extra cost.

But the real magic is enjoyed when the pedestrian decides to cross the street. Then all one has to do is go to the entrance of a walk-way crossing a full story above the flowing river of vehicles on wheels.

We call then Plus 15's and they are the brainchild of Harold Hanen, one of Canada's most respected and innovative architects. These well lit, warm walk-overs are completely enclosed with lots of glass affording good views of the city and plenty of room for people walking both ways. They are just as unique as they are practical and turn large sections of the downtown area into a huge, indoor shopping mall with choices of about urban service enjoyed by city people and visitors and no exposure to cold weather and slippery footing.

Many the time I have walked across a wintry street looking down on the traffic through snow flying on the wind when the temperature was far below zero.

Calgary's senior citizens are indeed fortunate as are all pedestrians for the city's Plus 15's are a real blessing of artistic practicality.

Andy Russell, an Alberta senior, is a noted environmentalist, lecturer and highly acclaimed author

capic

CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

a Subcommittee of the Planning and Development Committee

c/o CITY HALL, 71 MAIN STREET WEST, HAMILTON, ONTARIO, L8N 3T4

10a

August 7, 1990

P5-4-7-9

Don Luzzi, President
Hamilton and District Chamber of Commerce
830 - 100 King Street West
Hamilton, Ontario
L8P 1A2

Dear Mr. Luzzi:

Re: **Chamber of Commerce representation on the Central Area Plan Implementation Committee (CAPIC)**

Recently, Diane Brown resigned as the member of CAPIC representing the Hamilton and District Chamber of Commerce.

Accordingly, we would be pleased if you could nominate a replacement for Ms. Brown at your earliest convenience.

CAPIC meets at Hamilton City Hall on the second Friday of each month, resuming on September 14, 1990.

I am enclosing a copy of a draft CAPIC brochure showing present membership, and CAPIC's terms of reference for your information. Please call Al Little at 546-4280 if you would like to discuss this matter.

Yours truly,

for David Godley
Co-ordinator

AL:CS

CAPIC.Let

capic

CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

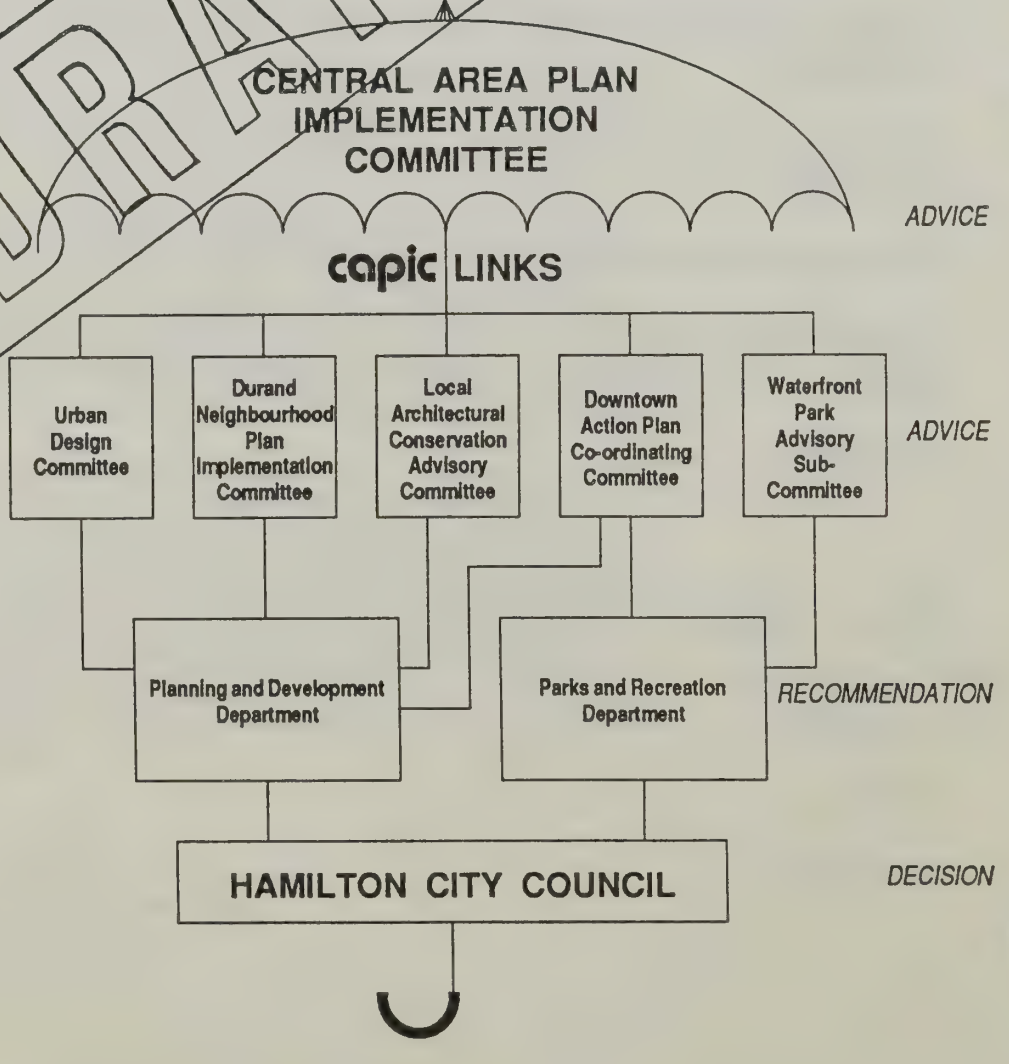
capic, an Umbrella Committee

- Is an advisory committee to the Planning and Development Committee on the implementation of the City of Hamilton Central Area Plan.
- Ensures appropriate actions are taken to implement the Central Area Plan.
- Co-ordinates initiatives in the Central Area.
- Provides a planning perspective based on a blend of grassroots' understanding and technical expertise.
- Has taken a proactive role in the development of the Central Area through such actions as the establishment of the Urban Design Committee, initiating a Central Business District Study, and reviewing major proposals affecting the Central Area (e.g. the GO Train Extension Program).

capic believes:

- An attractive downtown will make it a desirable place to work and live.
- The resident population should be increased to promote a sense of community.
- Mixed use development should be encouraged.
- Through vehicular traffic should be reduced.
- Building design should be to a human scale.
- Economic vitality and growth is essential and must be ensured in any official policy.

DRAFT



The Central Area Plan

- The original Central Area Plan was adopted by Council in 1981 and provides a framework for public and private decision making.
- A Central Area Secondary Plan was adopted by Council in October 1988 as part of the Official Plan. Copies are available from the Planning and Development Department.
- The Central Area Secondary Plan is a vision of the future. It covers the area from the Bay to the Escarpment between Queen St. and Victoria Ave..
- The philosophy of the Plan is to reinforce the Central Area as a strong centre for the Region. The Central Area should grow by the public and private sectors working together to ensure attractive, well-planned high quality environment. The Central Area Secondary Plan contains policies on land use, movement, the environment, energy, heritage conservation, compatibility of uses, urban design and implementation.

Who is capic

Rev. Charles Forsyth (Chairman), First Place
Russell Elman (Vice-Chairman), Durand Neighbourhood Association Inc.
Alderman **William McCulloch**, City of Hamilton
Diane H. Brown, Chamber of Commerce
Dr. John Eyles, McMaster University
Mark Boyak, Hamilton Real Estate Board
Bruce Charlton (Past Chairman)
Ozzie Ferguson, United Senior Citizens of Ontario
Arthur Lomax, Hamilton Automobile Club
Gabriel Etele, Downtown Business Improvement Area
Anne Stewart, Hamilton Board of Education
Kay Nolan, Hamilton-Wentworth Roman Catholic Separate School Board
Bruce Rankin, Hamilton Society of Architects
Gillian Simmons, North End Neighbourhoods
Gloria DeSantis, Social Planning and Research Council
Marvin Wasserman, King East Business Association
Andrew McKenzie, Hamilton District Labour Council
Helen Nemeth, Beasley Neighbourhood
Francois Roesch, Corktown - Stinson Neighbourhoods

DRAFT

Co-ordinator - **David Godley** (546-4229)
Planning and Development
Department, City Hall

Secretary - **Alan Little** (546-4280)
Planning and Development
Department, City Hall

Other Municipal Staff attend as necessary.
Meetings are open to the public and are usually held at 9:00 a.m. on the third Friday of the month.

Prepared by
The Planning and Development Department, Region of Hamilton-Wentworth
July 1990

CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

TERMS OF REFERENCE

The mandate of the Committee is to advise the Planning and Development Committee on planning matters relating to the Central Area. Including:

- The Central Area Plan. Its update and revision;
- Strategies for implementing the policies of the Central Area Plan;
- Acting as a sounding board for development proposals;
- Co-ordinating initiatives in the Central Area;
- Monitoring Central Area matters;
- Supplying representatives to other committees to give a Central Area point of view.

Administrative

- The committee will be made up of representatives of organizations and individuals who together form a knowledgeable and balanced group.
- Changes in membership will be submitted by CAPIC to the Planning and Development Committee for approval.
- A Chairperson and Vice-Chairperson will be elected by CAPIC, one of whom will be a member of City Council.
- The Planning and Development Department will be responsible for co-ordinating the Committee.

Background

- The Central Area is identified as the area bounded by Queen Street, Victoria Avenue, the Escarpment and the Bay.
- During 1979 and 1980, the Central Area Plan Advisory Committee prepared the Central Area Plan.
- In 1981, City Council adopted the plan.
- In 1983, City Council identified the need for a policy-oriented committee to implement the plan.
- The Central Area Plan Implementation Committee (CAPIC) was formed by Council in February, 1984, to concentrate on policy issues and their implementation.
- Since 1984, CAPIC has unmdertaken a major review of the Central Area Plan.
- Additionally, CAPIC has provided advice to the Planning and Development Committee on an ongoing basis.
- In 1988, City Council approved the revised Central Area Plan and it is in the process of being incorporated into the Official Plan.

Approved by Planning and Development Committee March 29, 1989.

FOR INFORMATION

10b

REPORT TO: SUSAN REEDER, SECRETARY
PLANNING AND DEVELOPMENT COMMITTEE

DATE: July 17, 1990
COMM.FILE:
DEPT.FILE: P5-4-7-9

FROM: J. D. THOMS, COMMISSIONER
PLANNING AND DEVELOPMENT DEPARTMENT

SUBJECT: Ferguson Avenue.

BACKGROUND INFORMATION

The potential of Ferguson Avenue for development and streetscaping has been discussed a number of times by the Central Area Plan Implementation Committee (CAPIC).

- At a joint CAPIC/Urban Design Committee meeting on June 4, 1990, the Central Area Plan policies were presented (see attached).
- At the meeting it was decided that CAPIC would prepare recommendations on "Identity Areas" for which urban design guidelines should be prepared and that priorities be established. The matter will be on CAPIC's agenda on September 14, 1990.
- At a subcommittee meeting of CAPIC, the Ferguson Avenue area was one of three priorities for which urban design guidelines should be established.

One of the objectives of the Central Business District (CBD) study is to define areas of future streetscaping. Ferguson Avenue is one such street that will be examined. The CBD study is scheduled to finish at the beginning of 1991.

POLICIES FROM THE CENTRAL AREA PLAN(1)

General Policies

Some of the goals of the Central Area Plan are to:

- o provide an attractive, lively, human scale environment with appropriate physical, social and human infrastructure;
- o maintain and increase the resident population, commercial services, social and government services, as well as the quality of life in general;
- o direct new multi-purpose developments into the downtown core with special emphasis on residential components;
- o encourage mixed-use development;
- o encourage effective urban design, architectural considerations, and energy conservation in land use and building location, content, and style through appropriate urban design guidelines;
- o direct attention to the primary objectives of growth, job creation and a healthy economy; and,
- o ensure the highest environmental standards which are fundamental to effective urban planning.

Specific Policies

2.9.12 Council will encourage the establishment of an eastern anchor on King Street East to link activities at the centre of the DOWNTOWN CORE with Wellington Street. An eastern anchor may consist of, but will not be limited to, a major retail complex, office development, mixed use building and/or recreation centre.

(1) (Adopted by Hamilton City Council Tuesday October 11, 1988 (Item 14(a))).

Relocation of Railroad Tracks	4.9.3.8	Council will encourage the relocation or removal of railway tracks which do not require a Central Area location. The future of these lands will be subject to special study.

A. L. Georgieff, M.C.I.P.
Director of Local Planning

D.G.:ns
A:\FERGUS.REP

ACTING COMMISSIONER OF ENGINEERING

RELEASE OF MAINTENANCE EASEMENT AT 310 CRERAR DRIVE, LOT 28, "AQUILA PLACE" SUBDIVISION PLAN 62M-425.

The Committee was in receipt of a report dated 1990 July 12, from the Acting Commissioner of Engineering and approved the following recommendation;

That the Mayor and City Clerk be authorized to execute an amendment to the subdivision agreement for Aquila Place - Phase 1, Registered Plan 62M-425, deleting the requirement for maintenance easements, which amendment is to be prepared by the City Solicitor.

The Committee agreed to table Item 9. until the Mayor had an opportunity to appear before the Committee.

ALDERMAN BRIAN HINKLEY

FERGUSON AVENUE BETWEEN MAIN STREET AND WILSON STREET.

The Committee was in receipt of a report dated 1990 July 13, from Alderman Hinkley concerning Ferguson Avenue between Main Street and Wilson Street.

A copy of an Information Report dated 1990 July 17, from the Commissioner of Planning was distributed to the Committee for their information.

Alderman Hinkley appeared before the Committee to discuss concerns regarding Ferguson Avenue and how under-utilized this area is. Alderman Hinkley went on to indicate that he has received positive feed-back from people in the area and his hope is that Ferguson Avenue would be given a higher priority in the development process. Further, that any redevelopment would not be delayed because of the railway line. Alderman Hinkley expressed concern that all groups be involved including the B.I.A.'s.

The Committee was advised by the Director of Local Planning that C.A.P.I.C. has identified this as a high priority area. The Committee discussed this area in relation to the Beasely P.R.I.D.E. area and the Downtown Action Plan. Concern was expressed that a number of groups are looking at this area and that Ferguson Avenue should be given high priority and dealt with separately.

Mary Pocius from International Village appeared before the Committee and supported Alderman Hinkley's suggestion that Ferguson Avenue indeed is an important area and the need for the necessary studies to go forward at this time.

Mr. Forsyth, Chairman of C.A.P.I.C. also addressed the Committee indicating that C.A.P.I.C. is looking at this area and that Ferguson Avenue has tremendous potential.

After considerable discussion the Committee approved the following recommendation:

(a) That a comprehensive study be conducted to review the potential of Ferguson Avenue, north of Main Street and surrounding area for redevelopment and streetscaping;

(b) That this recommendation be forwarded to the Downtown Action Plan Co-ordinating Committee with a view to establishing an Ad Hoc Committee.

Further the Committee requested that all interested parties should be invited to a meeting to discuss the formation of this Committee and that the Planning and Development Committee be kept advised of the progress of this study as well as Alderman Hinkley and the Ward Aldermen.

2(a)

July 30/90
800-0602
1066-13

CORPORATION OF THE CITY OF HAMILTON

MEMORANDUM

90/7/30

TO:	Ms. J. Pacey, Secretary Downtown Action Plan Committee Community Development Department	YOUR FILE:
FROM:	Mrs. Lynn Dale, Acting Secretary Planning and Development Committee	OUR FILE: PHONE: 546-2728
SUBJECT:	**FERGUSON AVENUE**	DATE: 1990 July 27

Please be advised that the Planning and Development Committee at its meeting held 1990 July 25 approved the following recommendation:

(a) That a comprehensive study be conducted to review the potential of Ferguson Avenue North of Main Street and surrounding area for redevelopment and streetscaping.

(b) That this recommendation be forwarded to the Downtown Action Plan Co-ordinating Committee with a view to establishing an Adhoc Committee.

The Planning and Development Committee suggested that all interested parties should be invited to a meeting to discuss the formation of this Committee. Further, the Planning and Development Committee requested to be kept advised of the progress of this study, as well as Alderman Hinkley and the Ward Aldermen.

Would you take the necessary action to place this item before the Downtown Action Plan Committee and execute the Planning and Development Committee's direction with respect to this matter.

Lynn Dale

cc: Alderman J. Smith, Chairman
Planning and Development Committee

Alderman Wm. McCulloch, Chairman
DAP Committee

Alderman V. Agro

Alderman B. Hinkley

Mr. A. Georgieff, Director of Local Planning

Mr. E. Kowalski, Director of Community Development

10c

FOR ACTION

REPORT TO: SUSAN REEDER, SECRETARY
PLANNING AND DEVELOPMENT
COMMITTEE

DATE: July 13, 1990
COMM.FILE:
DEPT.FILE: P5-4-7-9
(P5-4-7-13)
(4143)

FROM: ALDERMAN JOHN SMITH, CHAIRPERSON
URBAN DESIGN COMMITTEE

MR. CHARLES FORSYTH
CHAIRPERSON, CAPIC

SUBJECT:

To include lands located in the Central Area Plan under Site Plan Control.

RECOMMENDATION:

That Site Plan Control By-laws No. 87-223 and No. 79-275, be amended to include the lands located in the Central Area Plan (lands bounded by Hamilton Harbour, the Niagara Escarpment, Queen Street and Victoria Avenue) and that the City Solicitor be directed to proceed with such action.

EXPLANATORY NOTE

The purpose of the By-law is to include the lands located in the Central Area Plan to be under Site Plan Control. Development proposed within the area bounded by Hamilton Harbour, the Niagara Escarpment, Queen Street and Victoria Avenue would be required to submit various plans for approval. This action was a recommendation of the Central Area Plan adopted by City Council on October 11, 1988.

Alderman John Smith,
Chairperson
Urban Design Committee

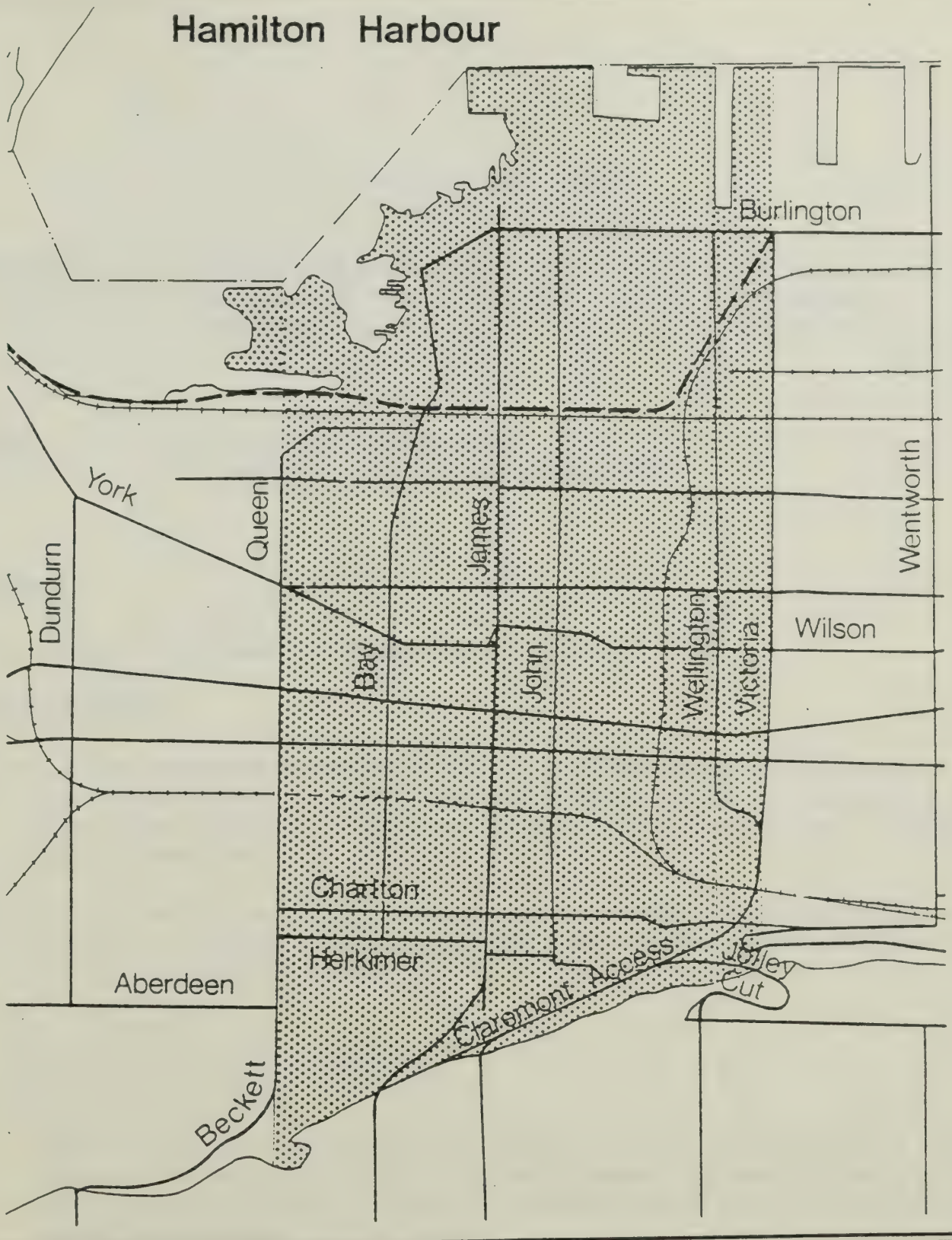
Mr. Charles Forsyth
Chairperson
CAPIC

BACKGROUND

At a joint meeting, the Urban Design Committee and CAPIC reviewed the status of Site Plan Control pertaining to lands located within the Central Area Plan. At present, a variety of zoning district (i.e. A, C, F-1, H, I, J, JJ, K, L-c, L-F-1, L-mr) are not subject to Site Plan Control. Other districts such as CR-3, D, DE-3, E, E-1, E-3, G, G-3, HI, and certain specific areas designated by by-law, are presently under Site Plan Control. Development located in these latter districts and areas, require plans to be submitted for approval under the Site Plan Control process. Minor development or certain categories of development such as single and two family dwellings, porches, accessory structures, etc. are exempt.

In order to assist in co-ordinating new developments within the entire Central Area, it is appropriate to include all the lands under Site Plan Control. This is also consistent with the intent of the recommendation of the Central Area Plan adopted by Council on October 11, 1988.

JPS/ma
WP4143



City of Hamilton

Plan Showing
Lands Subject to

Site Plan Control Application

Regional Municipality of Hamilton-Wentworth
Planning and Development Department

Legend

Site of the Application

North	Scale	Reference File No.
	Not To Scale	
	Date	Drawn By
	July 1990	W. J. S.

FOR ACTION

REPORT TO: SUSAN REEDER, SECRETARY
PLANNING AND DEVELOPMENT
COMMITTEE

DATE: July 18, 1990
COMM.FILE:
DEPT.FILE: P5-4-7-9
(P5-4-7-13)
(4143)

FROM: J.D. THOMS, COMMISSIONER
PLANNING AND DEVELOPMENT DEPARTMENT

SUBJECT:

Proposal to include lands located in the Central Area under Site Plan Control.

RECOMMENDATION:

(a) That Site Plan Control By-laws No. 87-223 and No. 79-275, be amended to include the lands located in the Central Area (lands bounded by Hamilton Harbour, the Niagara Escarpment, Queen Street and Victoria Avenue) and that the City Solicitor be directed to prepare the necessary amendment.

(b) That the policy adopted by City Council on October 26, 1982 pertaining to Site Plan Control procedures be amended to include the following classes as minor in nature and be exempted from Site Plan Control procedures:

i) pools;
ii) solarium/greenhouse additions;
iii) deck and verandah additions.

(c) That the number and type of developments requiring Site Plan Control Applications, be monitored and reviewed at the end of 1990 for the purpose of assessing the implications that the addition of the Central Area, Main Street West and Centennial Parkway within Site Plan Control, has placed on staff resources.

EXPLANATORY NOTE

The purpose of the proposed amendment to the By-laws, is to include the lands located in the Central Area under Site Plan Control. Proponents of development proposed within the area bounded by Hamilton Harbour, the Niagara Escarpment, Queen Street and Victoria Avenue would be required to submit various plans for approval. This action is based on a recommendation of the Central Area Plan adopted by City Council on October 11, 1988 and as concurred by both CAPIC and the Urban Design Committee.

A.L. Georgieff, M.C.I.P.
Director of Local Planning

FINANCIAL IMPLICATIONS

N/A

BACKGROUND

At present, certain zoning districts in the Central Area, such as CR-3, D, DE-3, E, E-1, E-3, G, G-3, HI, and certain specific areas designated by by-law, are under Site Plan Control. Development located in these districts and areas, require plans to be submitted for approval by the City of Hamilton. Both the Urban Design Committee and CAPIC have noted various developments and potential development sites within the Central Area, which are not under Site Plan Control. These areas include zoning districts F-1, H, I, J, JJ, K, L-c, L-f-1, and L-mr. Projects such as the Journey's End Hotel at Jackson and Catharine Street, lands at Jackson and Walnut Street, Jackson Square, among others, are not under Site Plan Control. In order to be consistent and to assist in co-ordinating new developments within the Central Area, it is appropriate to include all the lands under Site Plan Control. The developments occuring within the Central Area would be reviewed with the various municipal departments and agencies co-ordinated through a central body. The numerous plans and drawings evaluated on an individual project would be co-ordinated with adjacent projects and incorporate numerous concerns such as neighbourhood character, streetscape, public spaces, and pedestrian and vehicular circulation patterns. The present process does not include certain areas and therefore such co-ordination cannot be addressed.

Therefore, the area bounded by Hamilton Harbour, the Niagara Escarpment, Queen Street and Victoria Avenue should be designated as a Site Plan Control area as part of By-law No. 87-223 and 79-275. This is also consistent with the Central Area Plan which was adopted by City Council on October 11, 1988 which included a recommendation that the area be under Site Plan Control.

Minor development or certain categories of development such as single and two family dwellings, porches, accessory structures, etc. are presently exempt from Site Plan Control procedures. In reviewing past applications it appears that additional categories of development should also be exempt. Additions such as decks, verandahs, solariums, greenhouses and pools are minor in nature. Although these applications are considered as quickly as possible, the homeowner is delayed by the required process. In order to expedite these minor projects, the policy adopted by City Council on October 26, 1982 pertaining to Site Plan Control procedures should be amended to exempt these minor developments from Site Plan Control procedures.

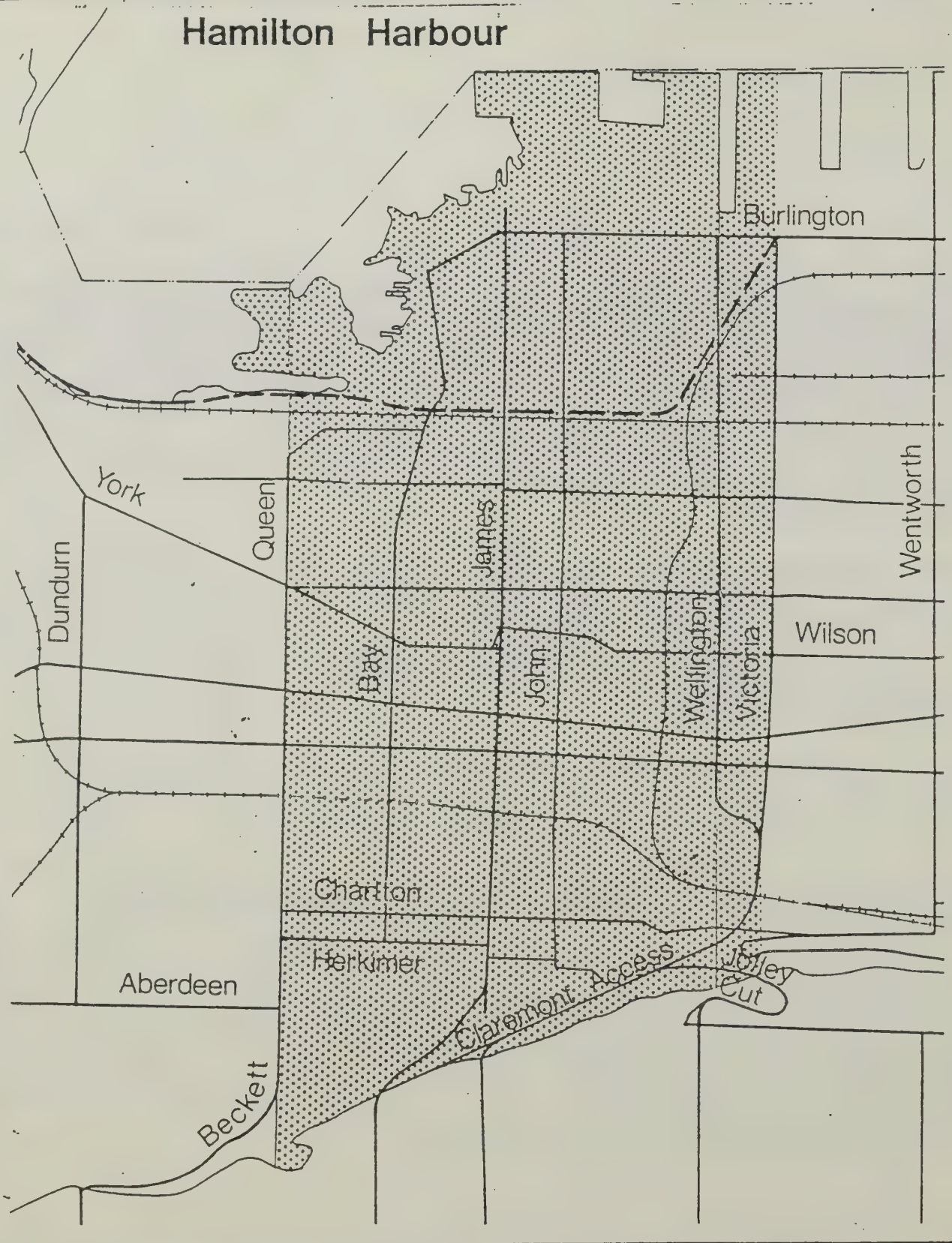
To evaluate staff workload implications with the addition of the Central Area under Site Plan Control, certain statistics have been obtained for the years 1987 to 1990 for the lands. The statistics indicate that a total of approximately 50 Site Plan Control Applications are located in the Central Area for those years. Of the many building permits processed, there was a total of approximately 30 projects, although not under Site Plan Control which may have been considered significant in nature and worthy to have been processed under Site Plan Control.

Together with these numbers of applications and permits, the complexity of the projects must also be considered. Projects such as the Eaton's Centre, C.I.B.C. complex, Unified Family Court and Journey's End Hotel, vary in project features reviewed and degrees of involvement required.

In addition, other larger areas in the City such as Main Street West between Highway 403 and Queen Street and Centennial Parkway have also been designated and included under Site Plan Control.

Although the statistics for the Central Area indicate a potential 50% increase in the number of Site Plan Control Applications for that area, the implications on staff resources with the inclusion of Main Street West, Centennial Parkway and other areas have not been assessed. There is a potential that with the addition of these areas under Site Plan Control, time delays in the processing of applications with the present staff resources may be incurred. It would therefore be appropriate to monitor the site plan process to the end of 1990. This review would include identifying the most effective manner to process the applications, as well as the implications on staff resources.

JPS/ma/ns
WP4143



City of Hamilton

Plan Showing
Lands Subject to

Site Plan Control Application

Regional Municipality of Hamilton-Wentworth
Planning and Development Department

Legend

Site of the Application

North	Scale	Reference File No.
	Not To Scale	
	Date	Drawn By
	July 1990	W. J. S.

DELEGATIONS

ALDERMAN VINCE AGRO

SOUTH LEG OF KING STREET BETWEEN JAMES AND JOHN STREETS

The Committee was in receipt of a report dated 1990 April 19, from the Director of Traffic Services as well as numerous submissions from various groups and organizations concerning the south leg of King Street between James and John Streets.

Alderman Agro appeared before the Committee with Mr. Scarfone who is the Legal Representative for Mr. David Lee, Southside Men Shop. Alderman Agro addressed the Committee concerning the history of this area and the need for the area to be opened up to vehicular traffic. Mr. Scarfone addressed the Committee on behalf of his client reiterating Alderman Agro's concerns and the urgent need to re-open this area for vehicular traffic.

Mr. Gabriele Etele appeared before the Committee on behalf of the Downtown B.I.A. indicating that this was an on-going issue and that he would request additional time in order to go back to his Board of Directors to discuss this matter.

After considerable discussion the Committee agreed to:

(a) Table this matter in order to provide the B.I.A. and all interested groups an opportunity to review the issue.

(b) That the matter would be brought back to the Planning and Development Committee for the September meeting.

(c) That all interested players would be invited to attend this meeting to discuss the matter in further detail.

CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE AND URBAN DESIGN COMMITTEE

INCLUSION OF LANDS LOCATED IN THE CENTRAL AREA PLAN UNDER SITE PLAN CONTROL

The Committee was in receipt of a report dated 1990 July 30, from the Urban Design Committee and C.A.P.I.C, as well as a report dated 1990 July 18, from the Commissioner of Planning and Development Department with respect to a proposal to include lands located in the Central Area under Site Plan Control.

Mr. Charles Forysth, Chairperson, C.A.P.I.C. addressed the Committee in order to provide additional information with respect to this request.

The Committee discussed the fact that this would bring everything under consistent controls and would assist future development. The Committee discussed the boundaries of the Central Area Plan and the Central Business District. The Committee suggested that consideration should be given to expanding the Central Business District. Mr. Georgieff, Director of Local Planning advised the Committee that the Central Business District Study is reviewing this particular matter.

After discussion, the Committee approved the following recommendation:

(a) That Site Plan Control By-laws No. 87-223 and No. 79-275, be amended to include the lands located in the Central Area (lands bounded by Hamilton Harbour, the Niagara Escarpment, Queen Street and Victoria Avenue) and that the City Solicitor be directed to prepare the necessary amendment.

(b) That the policy adopted by City Council on 1982 October 26, pertaining to Site Plan Control procedures be amended to include the following classes as minor in nature and be exempted from Site Plan Control procedures:

(i) pools;
(ii) solarium/greenhouse additions;
(iii) deck and verandah additions.

(c) That the number and type of developments requiring Site Plan Control Applications, be monitored and reviewed at the end of 1990 for the purpose of assessing the implications that the addition of the Central Area, Main Street West and Centennial Parkway within Site Plan Control, has placed on staff resources.

NOTE: The purpose of the proposed amendment to the By-laws, is to include the lands located in the Central Area under Site Plan Control. Proponents of development proposed within the area bounded by Hamilton Harbour, the Niagara Escarpment, Queen Street and Victoria Avenue would be required to submit various plans for approval. This action is based on a recommendation of the Central Area Plan adopted by City Council on 1988 October 11, and as concurred by both C.A.P.I.C. and the Urban Design Committee.

URBAN DESIGN COMMITTEE

BENCH ADVERTISING

The Committee was in receipt of a report dated 1990 July 3, from Alderman J. Smith, Chairperson, Urban Design Committee and approved that the following recommendation be submitted to the Transport and Environment Committee:

(a) That the following three categories of bench types and location be established:

(i) Bench Type: current benches advertising.

Location: In commercial & industrial districts.

(ii) Bench Type: benches with discreet advertising in the form of a plaque (e.g. this bench donated by...) on letters burned into the wooden back.

Location: (1.) in parks-fronting main streets.
(2.) public places - facing out to street.
(3.) residential neighbourhood.

(iii) Bench Type: no advertising.

Location: (1.) historical districts.
(2.) facing into parks.
(3.) public places - facing into space.
(4.) facing designated architectural and/or historical structures.

(b) That for every 6 benches with advertising, 2 benches with discreet advertising and 2 benches with no advertising must be supplied.

PLANNING & DEVELOPMENT
LOCAL PLANNING BRANCH
File No.
AUG 0 2 1990
TO STAFF UNIT INFO ACT.

Corporation of the City of Hamilton

Memorandum

****

TO: Mr. J. Thoms, Commissioner
Planning and Development Department

YOUR FILE: AL

FROM: Mrs. Lynn Dale, Acting Secretary
Planning and Development Committee

OUR FILE:
PHONE: 546-2728

SUBJECT: **TO INCLUDE LANDS LOCATED IN THE CENTRAL AREA PLAN UNDER SITE PLAN CONTROL**

DATE: 1990 August 01

Subjoined please find a copy of Item 12 of the **THIRTEENTH** Report of the Planning and Development Committee which was adopted by City Council at its meeting held Tuesday, 1990 July 31.

Would you please take the necessary steps to execute the directions of City Council with respect to this item.

T Agnello
per L Dale

cc: Mr. J. Sakala, Co-ordinator
Urban Design

Mr. D. Godley, Co-ordinator
CAPIC

12. (a) That Site Plan Control By-laws No. 87-223 and No. 79-275, be amended to include the lands located in the Central Area (lands bounded by Hamilton Harbour, the Niagara Escarpment, Queen Street and Victoria Avenue) and that the City Solicitor be directed to prepare the necessary amendment.

(b) That the policy adopted by City Council on 1982 October 26, pertaining to Site Plan Control procedures be amended to include the following classes as minor in nature and be exempted from Site Plan Control procedures:

(i) pools;
(ii) solarium/greenhouse additions;
(iii) deck and verandah additions.

(c) That the number and type of developments requiring Site Plan Control Applications, be monitored and reviewed at the end of 1990 for the purpose of assessing the implications that the addition of the Central Area, Main Street West and Centennial Parkway within Site Plan Control, has placed on staff resources.

NOTE: The purpose of the proposed amendment to the By-laws, is to include the lands located in the Central Area under Site Plan Control. Proponents of development proposed within the area bounded by Hamilton Harbour, the Niagara Escarpment, Queen Street and Victoria Avenue would be required to submit various plans for approval. This action is based on a recommendation of the Central Area Plan adopted by City Council on 1988 October 11, and as concurred by both C.A.P.I.C. and the Urban Design Committee.

10d

FOR ACTION

REPORT TO: Susan Reeder, Secretary
Planning and Development Committee

DATE: July 16, 1990
COMM FILE:
DEPT. FILE: P5-4-7-9

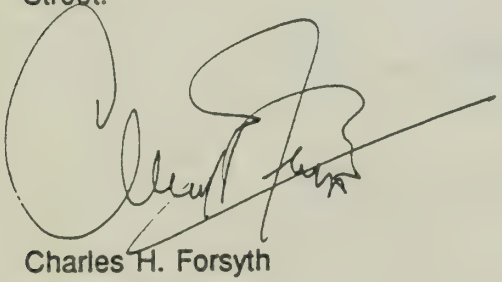
FROM: Charles Forsyth
Chairperson
Central Area Plan Implementation Committee (CAPIC)

SUBJECT:

Pier 4 and Pier 8 Parks and Harbour Commissioners Marina Proposal

RECOMMENDATION:

That the Planning and Development Committee request the Parks and Recreation Committee to revise, in conjunction with the Hamilton Harbour Commissioners, the Terms of Reference for the Pier 4 Park Development Concept Plan (Appendix 1) to include the linkage to Pier 8 Park along Guise Street.



Charles H. Forsyth
Chairperson
CAPIC

BACKGROUND:

- In 1983 the Hamilton Harbour Commissioners proposed rebuilding Guise Street between Bay Street and Eastwood Park into a boulevard and pedestrian promenade. This 1983 proposal is described in Appendix 2.

- No action was taken by the City of Hamilton on this proposal due to lack of funds and the major review of the waterfront then in progress.

- In late 1989 the Hamilton Harbour Commissioners proposed a major expansion of their marina and renovation of the dockyard facilities between MacNab and Hughson Streets (Appendix 3).

- This marina project was endorsed by Council on February 27, 1990.

- On June 26, 1990 CAPIC met with representatives of the H.H.C. to discuss the marine expansion proposal.

CAPIC'S concern is to maximize access to the waterfront to make the central area more attractive.

It was agreed at the meeting that the area from Pier 8 park to Pier 4 park was a significant element of the waterfront and that more consideration should be given to pedestrian flows and access to the waterfront between the two parks. As well, the foot of James St. North should be given special treatment as the historic arrival place in Hamilton. These concepts fit into the Hamilton Harbour Commissioners' plans, dating from 1983 which include removal of Harbour Commissioners' boat storage sheds and a boulevard along Guise Street.

CONCLUSION

It is concluded that the development concept plan for Pier 4 Park be extended to include a Guise Street link to Pier 8, complementing and enhancing the Hamilton Harbour Commissioners' marina and improvement plans.

The Planning and Development Department supports the recommendation.

D.G.:ns
A:\CAPICREP

Appendix 1

Pier-4 Park Development
Action Plan

Objective: Develop a Concept Plan for Pier-4 Park which recognizes the "best use" potentials for the site in conjunction with the:
- Harbour Commission's Marina Expansion Proposal
- 1985 Waterfront Master Plan
- Market, Financial, Conceptual and Management Study
- Provincial Environmental Assessment Study

The development concept will integrate desirable components from the above noted sources without adversely affecting the:
- ongoing Environmental Assessment process
- Marshall Macklin Monaghan Study
- committed Provincial funding
- overall Waterfront Development Plans, yet to be finalized

Specific design consideration and investigations shall include, but not be limited to, the following:

a) Investigate soil conditions on Pier-4 Park to ensure landfill material is satisfactory in regard to Provincial Environmental guidelines.

b) Investigate the full range of public uses both summer and winter, best suited to Pier-4 Park, in context with the implications of the Harbour Commission's Marina Expansion Concept and the 1985 Waterfront Master Plan and Marshall Macklin Monaghan Study.

c) Co-ordinate shoreline protection treatment and fish habitat enhancement with Harbour Commission's plans and Environment Canada.

d) Co-ordinate landscape and design details with Harbour Commission's plans to blend and unify the separate developments.

e) Determine parking requirements, traffic flow and access to adequately service proposed facilities and integrate with future waterfront plans.

f) Determine best alternatives for accommodating various community service clubs currently leasing space in Pier-4 Park. i.e. potential for integrating 'Y's Sailing Club, Boy Scouts and Hamilton Harbour Commission's Sailing School into the Leander Building as per 1985 Master Plan.

g) Investigate feasibility of relocating "Macassa Bay" tour boat to proposed tour boat designated area on Hamilton Harbour Commission's proposal.

h) Investigate impact of proposals upon adjacent land users.

i) Determine maintenance requirements and other associated costs.

j) Establish a planning and reporting schedule to identify "critical path" and requirements for updating appropriate committees of Council.

k) Establish a work schedule and details to maximize potential to complement Hamilton Harbour Commission's plans and schedules including opportunities to lessen overall development period and unit costs for construction.

l) Investigate potential funding sources i.e. -
- Existing Parks Development Budget (1990 - $90,000.00)
- Provincial and Federal Funding
- Waterfront Capital Budget
- Joint funding on Hamilton Harbour Commission and City facilities

Appendix 2

605 James St. N.
Hamilton, Ont. L8L 1K1, Canada

Hamilton 525-4330
Toronto 1-800 263 2131

The Hamilton Harbour Commissioners

(B)

January 24, 1983

Alderman B. Hinckley, Chairman and
Members Parks and Recreation Committee,
City of Hamilton,
City Hall,
HAMILTON, Ontario.

Dear Sirs,

Re: Proposed Harbourfront Improvement Plan

The Hamilton Harbour Commissioners, in our Port Master Plan, 1978, envisioned a West Port Concept which included provision for a pedestrian linkage between the various harbourfront recreation and activity areas in the West Port area.

The Hamilton Harbour Commissioners are pleased to present an offer to initiate a co-operative effort with the City of Hamilton to improve the access and aesthetics of the Hamilton harbourfront area to the benefit of the citizens of Hamilton.

The Hamilton Harbour Commissioners are optimistic that the attached Harbourfront Improvement Plan will be endorsed by the City. We look forward to formally presenting the proposed plan to the Parks and Recreation Committee to initiate this project in the immediate future with the City of Hamilton.

We look forward to your response.

Yours very truly,

THE HAMILTON HARBOUR COMMISSIONERS

E. M. Perkins

E. M. PERKINS

PORT DIRECTOR

EMP:ar
Attach.

c.c. Mr. J. Agro

Proposed Harbourfront Improvement Plan

The Hamilton Harbour Commissioners are pleased to present this proposal to the City of Hamilton in an effort to co-operatively improve the Hamilton Harbour Waterfront. The Commissioners now consider it an opportune time to implement the first stage of the West Port - Harbourfront Recreation Area Concept as set out in our Port Master Plan.

The proposed project, as now envisioned, will include improvements to Guise Street and the construction of a pedestrian promenade, both with appropriate landscaping, linking the various park and activity zones along the waterfront. This proposal sets forth the Commissioners' outline of the work that would be undertaken as a co-operative effort between the Harbour Commissioners and the City.

Harbourfront Improvement Proposal

The City of Hamilton has now formally accepted the Harbour Commissioners' Pier 4 property donation for park purposes on Hamilton Harbour. This total property holding of 2.5 hectares (6.26 acres) has, in the Commissioners' opinion, great potential for park development as an attractive and highly visible feature of Hamilton Harbour. The Hamilton Harbour Commissioners, therefore, enthusiastically endorse and look forward to the City's plans to develop an attractive waterfront park on Pier 4 for the use and enjoyment of the harbour by the citizens of Hamilton. As this development proceeds, the Commissoners would hope to see the park development of Pier 4 proceed in conjunction with a broader overall plan to improve the appearance and accessibility of the immediate adjacent harbourfront area. Specifically, the various park and recreation activity areas along the harbourfront

between Bay and Catherine Streets are not being utilized to their full potential because of the lack of a unifying link to draw them together into one identifiable harbourfront recreational area. Initial improvements could be accomplished, rather quickly and economically, with a general clean-up of the area, some street improvements and construction of a landscaped pedestrian walkway (promenade).

The initial improvements should be followed by a concerted design effort necessary to create an attractive and enjoyable harbourfront recreation opportunity.

The following is a list of the specific works that could be undertaken in a co-operative effort between the City of Hamilton and the Hamilton Harbour Commissioners:

1. A pedestrian promenade running along Guise Street and anchored by Pier 4 Park at the west end and Eastwood Park on the east.
2. The promenade would link the following areas (running west to east):

Area	Owner	Use
Pier 4 Park	City	Park
Leander Boat Club	Hamilton Harbour Commissioners	Boating Club
Bay View Playground	City	Playground/Park
Royal Hamilton Yacht Club	Hamilton Harbour Commissioners	Yacht Club/Marina
Ken Soble Towers	City	Senior Citizens Apartments
Marine Dock	Hamilton Harbour Commissioners	Marina/Boat Services and Repair
Hamilton Harbour Commissioners'	Hamilton Harbour Commissioners	Offices

Area	Owner	Use
Harbour Police	Hamilton Harbour Commissioners	Police/Vessel Licences/Rescue
Pier 8 Park	Hamilton Harbour Commissioners	Park
Sailing School	Hamilton Harbour Commissoioners	Marina/School/ Boat Rentals
Two Small Vacant Lots	City	Park/Rest Nodes
Eastwood Park	City	Park/Sports Field

3. Reconstruction of Guise Street with curb and gutter from Pier 4 Park to Catherine Street, perhaps renaming the street to Marina Drive or some other appropriate nautical reference.

4. Complete landscaping of the promenade and street including plants, lighting and street furniture.

It is proposed that the appropriate respective contributions of this project might be as follows:

CITY OF HAMILTON

(1) Design and construction of a waterfront park on Pier 4.

(2) Reconstruction of Guise Street with curb and gutter from Pier 4 Park to Catherine Street.

(3) Design and construction of a landscaped pedestrian promenade.

HAMILTON HARBOUR COMMISSIONERS:

(1) Property necessary to widen and beautify Guise Street to permit the proposed work (nominal lease payment of $1.00 per year).

(2) Removal of boat storage sheds (construct new facility on Pier 8).

(3) Landscaping of H.H.C. Marine Dockyard and entrance to Harbour Police.

Proposed Action:

The Project would be managed by a two-man committee, with a member from both the Harbour Commissioners and the City. Each member would be responsible for arranging the activities of his respective organization and the committee would, in turn, co-ordinate the project as a whole.

The Project could be planned, budgeted and scheduled this year for a spring construction start-up followed by opening by mid-summer of 1983. Our first step as presented herein is to obtain approval, in principle, from the City of Hamilton. It is hoped, that this will shortly hereafter be followed by detailed planning, preliminary engineering and cost estimates. Subsequently, our respective budgets could be struck and approved. Each organization would then proceed in conjunction with engineering and constructing their respective share of the work.

As you can appreciate, a close liaison and a co-operative effort will be required between the City's and the Commissioners' staff to ensure proper scheduling and compatible design of their respective works.

We recognize this concept will be the subject of much refinement but hope this report provides sufficient detail to establish the relative merits of the project.

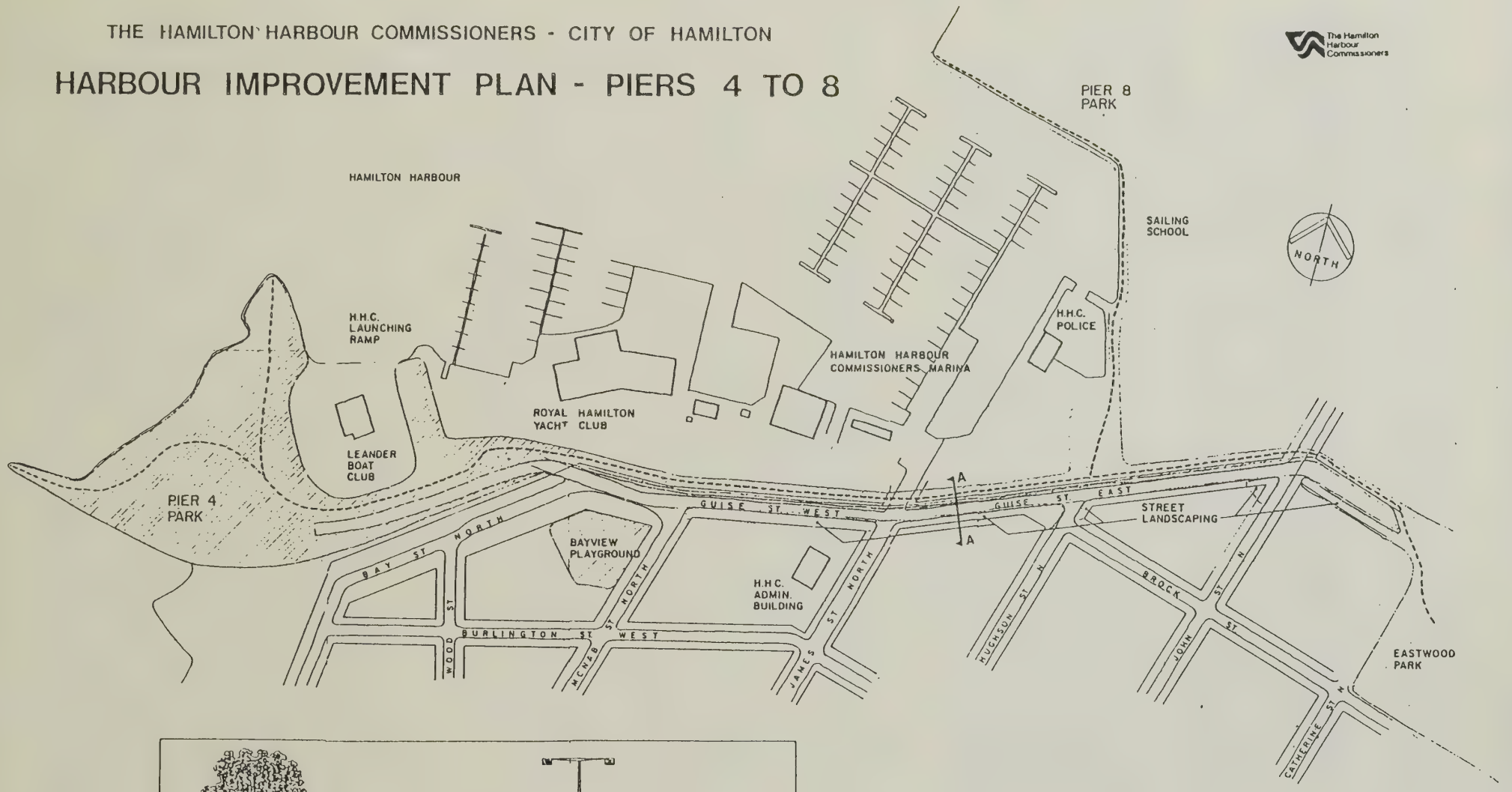
The Hamilton Harbour Commissioners look forward to a favourable response

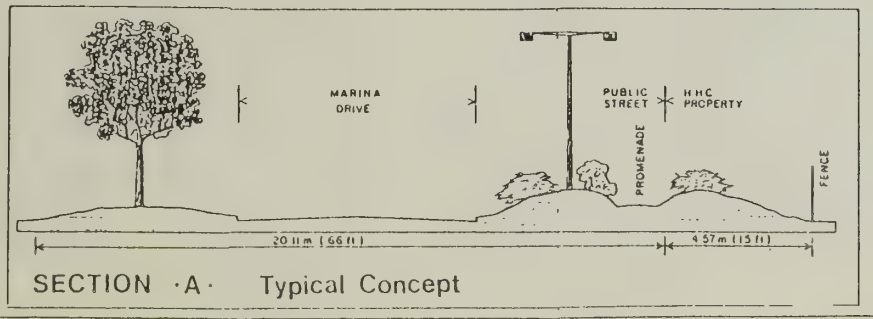
from the City in adopting this project, in principle, so that we may proceed to establish the necessary framework and liaison to bring this important harbourfront improvement plan to fruition.

THE HAMILTON HARBOUR COMMISSIONERS - CITY OF HAMILTON

HARBOUR IMPROVEMENT PLAN - PIERS 4 TO 8

The Hamilton Harbour Commissioners





SECTION ·A· Typical Concept

LEGEND
- MARINA DRIVE
- PROMENADE
- GREEN SPACE
- ACTIVITY AREA

1983 Proposal Plan

THE HAMILTON HARBOUR COMMISSIONERS' MARINA EXPANSION CONCEPT HAMILTON HARBOUR

INFORMATION SHEET

The Commissioners operate the only full service marina facility in the western end of Lake Ontario. The existing marina consists of 235 small craft slips with an additional 90 offshore mooring cans. The Commissioners have operated its recreational boating marine dockyard facility for over 50 years. The last slip expansion was in the early 1970's and there is annually a waiting list for their use.

The proposed marina expansion will not only add more slips to serve the boating public but will co-ordinate and rationalize a number of related waterfront uses requiring access and use of the marina. These uses are the Commissioners marine dockyard and sailing school, the facilities of the Hamilton Yacht Club, the Leander Club and the Pier 4 Park. It is anticipated that proposed development will have a positive affect on each of these activities and will act together to increase the overall attraction and use of this waterfront area.

1. Infrastructure

a) Public Pier/Breakwater

- rubble mound breakwater
- width - 15 m to 45 m (50 ft. to 150 ft.)
- length - 145 m (475 ft.)
- public access from Pier 4 park
- major features include wave break, public access, fishing opportunities, fish habitat, tours and transient boating.

b) Floating Breakwater

- 210 m (700 ft.) floating breakwater
- timber and steel pipe floats anchored into position
- navigational lighting.

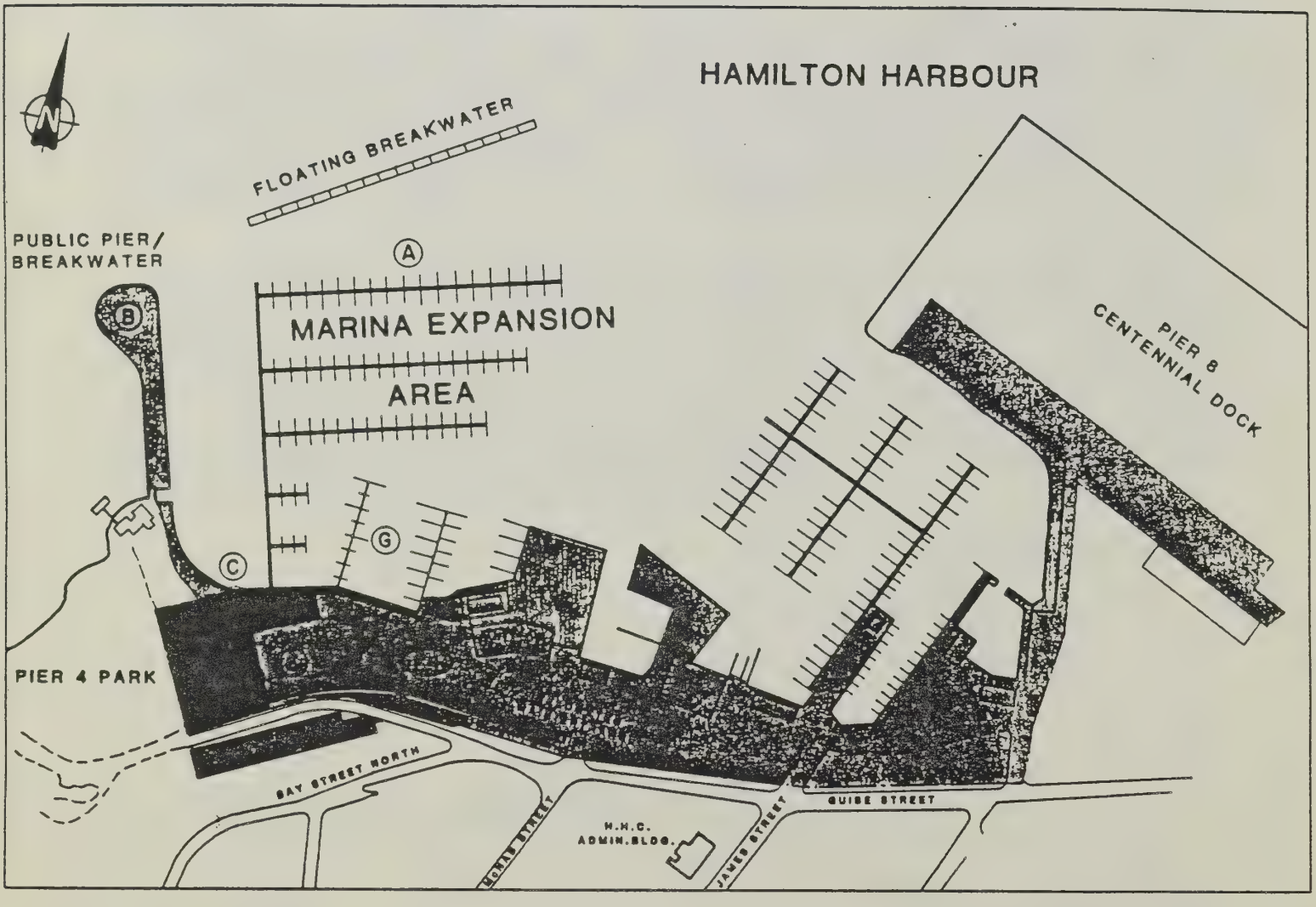
c) Marina

- 228 additional berths
- consists of fixed and floating walkways

- fixed walkway
  - 210 m long x 3 m wide (700 ft. x 10 ft.)
  - parallel and distant 61 m (200 ft.) to public pier/breakwater

- floating walkways
  - 60 modules providing 4 berths each
  - modules arranged to provide 5 floating walkways of varying length
  - fully serviced - water, power, telephone

MARINA EXPANSION CONCEPT
HAMILTON HARBOUR



Area Designation	Activity	Function
(A) Marina	Pleasure craft	Approximately 316 new slips phased to market demand.
(B) Public Pier / Breakwater	Public viewing and and fishing pier	Passive recreational, fish habitat enhancement.
(C) Sailing Area	Scullers and HHC Sailing School	Protected zone for launch and sail activities.
(D) Leander Boat Club	Sculling, social events, HHC Sailing School	Relocated sailing school from Pier 8.
(E) Dry Sail Compound	Small boat storage	Secure fenced area for boat storage.
(F-1) Car Parking	Common parking	Parking for approximately 270 cars.
(F-2) Car Parking	Overflow parking	For public pier and Pier 4 park.
(G) Existing HYC Boat Slips	Pleasure craft	To be replaced with new slips in future.

PS-4-7-9

PLANNING & DEVELOPMENT
LOCAL PLANNING BRANCH
File No.
Received
JUL 30 1990
STAFF | INIT | INFO | ACT.

CORPORATION OF THE CITY OF HAMILTON

MEMORANDUM

****

TO: Mr. D. Godley, Co-ordinator
CAPIC

YOUR FILE:

FROM: Mrs. Lynn Dale, Acting Secretary
Planning and Development Committee

OUR FILE:
PHONE: 546-2728

SUBJECT: **PIER 4 AND PIER 8 PARKS AND HARBOUR COMMISSIONERS MARINA PROPOSAL**

DATE: 1990 July 27

This refers to a report dated 1990 July 16 from CAPIC concerning the above noted matter.

Please be advised that the Planning and Development Committee at its meeting held 1990 July 25 approved the following amended recommendation.

> That the Parks and Recreation Committee revise, in conjunction with the Hamilton Harbour Commissioners, the Terms of Reference for the Pier 4 Park Development Concept Plan (Appendix 1) to include linkage to Pier 8 and Eastwood Park along Guise Street.

As directed by the Committee, a report will be forwarded to the Parks and Recreation Committee.

L. Dale

cc: Mr. K. Christenson, Community Development Department
Mr. C. Firth-Eagland, Public Works Department

Having completed the Zoning Items the Committee moved back to Item 15. of the Agenda.

PIER 4 AND PIER 8 PARKS AND HARBOUR COMMISSIONERS MARINA PROPOSAL.

The Committee was in receipt of a report dated 1990 July 16, from Charles Forysth, Chairperson, C.A.P.I.C.

The Committee discussed the boundaries that were being proposed.

Mr. Chuck Towsley, Planner for the Hamilton Harbour Commission appeared before the Committee indicating that he had met with C.A.P.I.C. to discuss these boundary changes and would like to see it extended to include Eastwood Park.

After discussion the Committee approved the following amended recommendation:

That the Parks and Recreation Committee revise in conjunction with the Hamilton Harbour Commissioners, the Terms of Reference for Pier 4 Park Development Concept Plan (Appendix 1) to include linkage to Pier 8 and Eastwood Park along Guise Street.

SHERATON HAMILTON HOTEL - APPLICATION BY GGS HOTEL HOLDINGS CANADA INC., LESSEE, FOR APPROVAL OF MORTGAGE.

The Committee was in receipt of a report dated 1990 July 13, from the City Solicitor with respect to this matter.

The Committee received copies of the documents which were being requested for approval.

The City Solicitor appeared before the Committee to provide additional information.

The Committee discussed the financing and the existing mortgage.

After considerable discussion the Committee agreed to table this matter and that a special meeting be held before City Council inviting all members of City Council in order to thoroughly discuss this request.

WINDERMERE BASIN

The Committee was in receipt of an Information Report dated 1990 July 10, from the City Solicitor advising that Mr. I. Binnie, McCarthy Tetrault, is on vacation and could appear before the August 22nd Planning and Development Committee.

The Committee agreed that this matter would be discussed In-Camera at the Planning and Development Committee meeting scheduled for 1990 August 22nd and that it would be a joint meeting of the Transport and Environment Committee.

Alderman Merling requested that additional information be provided for this meeting concerning the history of the Windermere Basin and background information as to why the Technical Advisory Committee was disbanded, and information on the make-up of the Committee.

Further information was also requested on this special policy area.

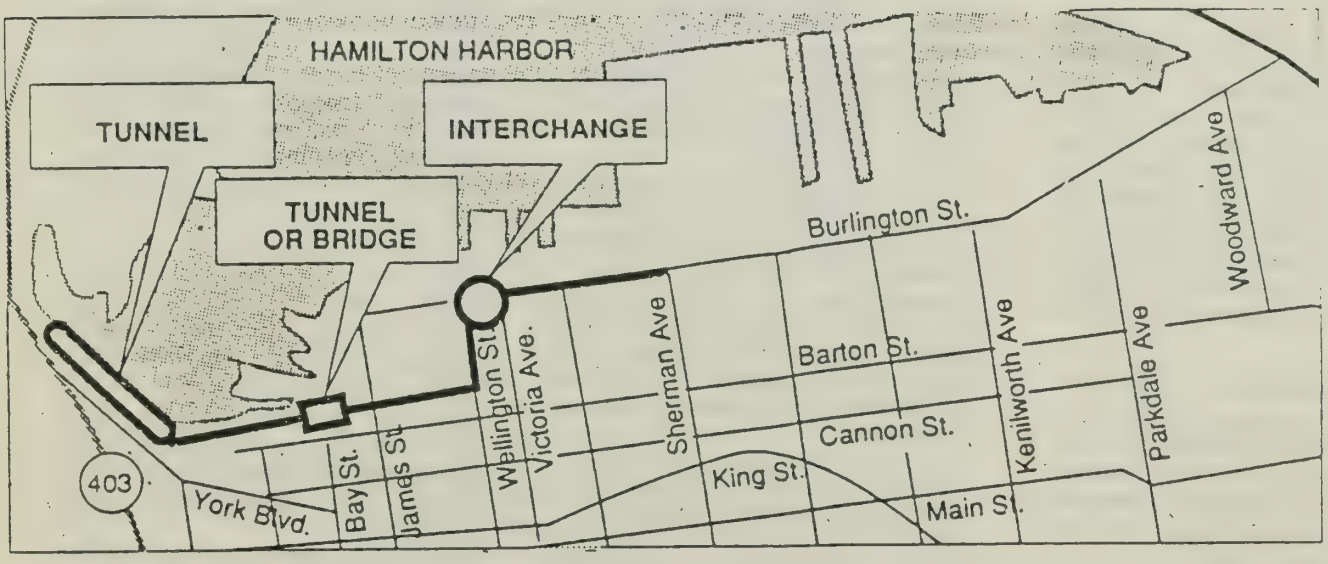
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LOCAL PLANNING BRANCH
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DEV.
E. & U.D.
STAFF
ADMIN.

CORPORATION OF THE CITY OF HAMILTON

MEMORANDUM

***

Reject Hamilton's Perimeter Road



Tuesday, Hamilton-Wentworth regional council will decide whether to approve the latest option for the north-end Perimeter Road and move ahead to seek provincial approval. They should reject the whole scheme, argues Ken Stone, a former North End Hamilton resident and member of the Central Area Plan Implementation Committee and now a member of the Social Planning and Research Council of Hamilton-Wentworth.

By KEN STONE

THE LAST public meeting on the Perimeter Road, held at Hamilton city hall on May 28, was remarkable in that all the politicians, except Mary Kiss, ignored speaker after speaker who declared the road unnecessary.

And they ignored a $15,000 solution to the traffic problems which are the raison d'etre for the highway, slated to cost $165 million at today's prices.

At a time when major North American cities such as Boston and Toronto are struggling to find ways to remove the barriers to public access to their waterfronts created by expressways built in the 1950s, Hamilton is using outdated planning methods to design a waterfront expressway along the Bay.

There are at least six major reasons for opposing the Perimeter Road.

Traffic congestion

The stated purposes of the road include removing truck traffic from the residential north end and reducing traffic congestion downtown.

However, Hamilton already has part of a perimeter road, called the Skyway Bridge, Highway 403 and the QEW. Truck traffic serving the industries of the city's north can now (except on the windiest days) enter and exit the city through the east end, without passing through any residential districts such as those along Cannon, Barton, Birch, Victoria and Wellington streets.

A maximum of $15,000 worth of truck-route signs (at $38 a sign plus a couple of hours of labor to install), plus the co-operation of the regional police, would ensure that only trucks with business west of Ferguson Avenue North (the docks) would be allowed west or south of there.

When the Red Hill Creek Expressway (which I opposed) is completed, at a projected cost of $450 million, there will be a quick link from Burlington Street (Industrial Drive) south to the 403 towards London and Windsor.

So why do we need to spend a probable quarter of a billion dollars (when and if it is built) for yet another road?

We don't. It has been an open secret for years that the real purpose of the Perimeter Road is to save trucks 7½ minutes of travelling time each way to the 403 south of Hamilton from the steel plants and to make big bucks for contractors and those who profit from private transportation.

There are also three significant traffic problems built into the so-called "technically-preferred option" for the road.

First, no major transportation study has been undertaken in the Hamilton area for 30 years. There is no regional transportation plan. This lack is something akin to constructing a building before looking at the site.

Second, this latest in a long series of Perimeter Road options does not call for restricted access. What is to prevent trucks from entering residential neighborhoods, as they do now, at the various points where traffic lights or interchanges are provided?

Third, it won't cut traffic through the north end. Ted Gill, acting commissioner of engineering, explained at a recent meeting of the Central Area Plan Implementation Committee that planners foresee an increase of about 14 per cent in vehicular traffic passing through Hamilton if the road is built, as motorists seek a short cut from Highway 403 to the QEW.

Finally, the history of 20th century North America shows that roads never solve congestion problems anyway. They only encourage growth in numbers of cars and trucks, prompting calls for yet more and bigger roads.

Air pollution

The Perimeter Road is planned to run through the North End East and West neighborhoods in a trench at the level of the Canadian National tracks. Anyone who has ever travelled Montreal's Decarie Autoroute in the summer will never forget the awful pollution that settles into this trench and nearby neighborhoods. Montreal is now grappling with this problem.

There is no doubt that such a trench through the North End neighborhoods will compound the pollution problems sometimes suffered there with increased diesel fumes, carbon monoxide and dust.

Access to the Bay

For the better part of this century, Hamiltonians have been cut off from access to their Bay. Projects like the Waterfront Park are attempts to remedy the situation.

Unfortunately, the very concept of a waterfront expressway, whether it is buried partially underground or not, only serves as a barrier to access, as well as a potential obstacle to future projects for recreational use of the west end of the Bay.

Filling Cootes Paradise

Gil Simmons, Hamilton's foremost environmentalist concerning the Bay, made an eloquent plea at the May 28 meeting to shelve the latest Perimeter Road option precisely because it involves building the new interchange on filled land in Cootes Paradise directly across from Princess Point.

The planners were quick to point out that less than 1 per cent of the waterway would be filled. However, Ms Simmons countered by noting that the construction of two roadways, the 403 and Cootes Drive, already have upset the beauty and tranquility of this treasure belonging to present and future generations.

She also indicated that the required fill would extend 500 feet into Cootes Paradise and would seriously jeopardize plans by the Royal Botanical Gardens and Ducks Unlimited to restore Cootes Paradise as a bird sanctuary.

And she warned of the potential of an environmental disaster should any trucks roll off the narrow waterfront interchange and empty hazardous waste into Cootes Paradise.

The Stakeholders Committee for Hamilton Harbor has taken the position that not one more cubic inch of the Bay should be filled for any reason.

And at a time when the region is preparing to cut up the beautiful Red Hill Creek ravine, it seems almost criminal to even consider sacrificing Cootes Paradise. If it is decided the Perimeter Road should proceed, the option of an interchange that does not involve filling must be chosen.

Lost affordable housing

To widen Burlington Street, build an interchange at Bay Street and dig the trench along Strachan Street, another 54 homes will have to be demolished.

This number is in addition to the homes knocked down over a decade ago along the south side of Strachan. The owners of these homes were very poorly compensated even according to contemporary prices.

And the residents of those houses could have remained there for at least another 15 years.

All the homes to be taken would fall into the affordable range, a strata of housing facing possible extinction in Hamilton unless current trends change.

Excessive cost

For environmental and public health reasons, Hamilton-Wentworth currently faces the absolute necessity of reconstructing much of its sewer system to separate the existing combined sanitary and storm sewers. The bill will be over $300 million. Yet the region and city can't come up with more than $10 or $12 million a year to chip away at the problem.

On the other hand, our politicians seem to have no qualms about planning to spend nearly that much to build the Perimeter Road whose need has yet to be confirmed by a transportation study — and after committing itself to the Red Hill Creek Expressway to the tune of $450 million of our tax dollars.

A further two points should be noted about cost. First, because the "technically-preferred option" is not strictly a limited-access roadway, the provincial share of expenses will be small. Regional taxpayers will carry most of the burden for construction.

Second, local taxpayers will bear the cost of servicing the road, which will be high because of the heavy vehicles involved and the nature of the tunnel construction. Yet the city and region even now cannot find the money to properly maintain existing roads and sidewalks.

The increase in municipal taxes this year has been a crushing blow to seniors and those on fixed incomes. Some fear losing the homes they have lived in for decades for failure to meet property taxes. Why burden the taxpayers with an unnecessary burden for decades to come?

Wrong direction

It is clear to all those who have fought every proposed revision to the Perimeter Road since the '70s that most of our politicians and planners are still living with urban planning concepts of the '40s and '50s. In those days, the private car and truck were king and bigger automatically meant better.

Cities were then designed for cars and trucks and not people. The result was that cities sprawled out onto farmland and the city core rotted.

In Hamilton, we have tried to reverse that trend by building Jackson Square, Copps Coliseum, Hamilton Place, the Art Gallery, etc. We have encouraged the formation of Business Improvement Associations.

But it's a losing fight unless we restrict car and truck traffic from taking over the city completely. Indeed, we should be looking at putting cargoes back onto the rails (which run to every major plant in the North End) and to vastly improving mass transit so cars are not as necessary.

Even if it is built, the Perimeter Road won't be finished for another 15 years. So what happens to the people along Cannon, Barton, Wellington, etc. til then?

Clearly, the solution is to reroute truck traffic, for the most part, in and out of Hamilton's East End, now, either instead of building the Perimeter Road or until the Perimeter Road is completed.

If the city planners and politicians find the above to be a crazy idea, I challenge them to undertake a transportation study to prove me wrong. They may find this latest Perimeter Road to be the "technically-preferred" option, but I believe it would be rejected by all those concerned about the future economic and social health of our city and region.

Forum

Why Hamilton needs Perimeter Road

Last Saturday, an article on this page argued that Hamilton does not need the planned Perimeter Road that is to link Burlington Street with Highway 403. Tuesday Hamilton-Wentworth regional council approved the latest plan for the road. Below, Terry Cooke, Alderman in Hamilton's Ward 1 and chairman of the region's Engineering Services Committee, argues that council was wise to do so.

By TERRY COOKE

HAMILTON-WENTWORTH Regional Council acted prudently this week when it voted overwhelmingly to approve the Hamilton Perimeter Road.

After an exhaustive public participation process and multiple revisions to address environmental concerns, the recommended alignment is one that should serve us rather well.

The fact that it has undergone more changes in recent years than the Politburo should be considered a positive testament to council's willingness to settle for nothing less than excellence. Rarely in my experience has community input, technical expertise and political will combined so effectively in pursuit of sustainable development.

Long time

The Perimeter Road concept has been on the books in one form or another for many years. Its longevity as a concept can be considered both a blessing and a curse: a blessing in that, had it been built sooner on any of the previously-recommended alignments, it would have been a vastly inferior roadway; a curse for those longtime residents of the north and west ends of the city who have had to tolerate the effects of excessive traffic volumes in their neighbor-

The Perimeter Road will form the final link in a comprehensive Bay Area transportation network encompassing the QEW, Highway 403, the Red Hill Creek Expressway, and the Industrial Drive (Burlington Street).

When completed, this system will allow traffic to easily gain access to key destinations throughout the region by expressways without having to negotiate a maze of local streets. From both an environmental and an economic perspective, the completion of this missing link is vital to our future.

Any time that local government undertakes a major initiative, it expects criticism from one quarter or another. Therefore I was hardly surprised to read the suggestion on the Forum Page last Saturday that the Perimeter Road be scrapped. I was, however, disappointed that such a litany of inaccuracies was allowed to run unchallenged.

In fact, much of the article's criticism appears to be misdirected at concepts which had been considered in the past by regional council and which have long since been rejected. I welcome the opportunity here to set the record straight on a number of points.

The basis of the article seems to be that there has been inadequate study of the need for the road. I would point out that the need for the road has been scrutinized in numerous planning and transportation documents since the early 1960s. These include:

- The Hamilton Area Transportation Study (1963).
- The Hamilton Transportation Strategy Study (1973).
- The Regional Official Plan (1982).
- The City of Hamilton Official Plan (1982).
- M.M. Dillon Perimeter Road Study (1988).

Each of the above has firmly established the necessity of building the road.

Furthermore, studies undertaken during planning for the Red Hill Creek Expressway took into consideration the Perimeter Road. The Red Hill Creek Expressway and the Perimeter Road will serve distinct functions. The former will service the Mountain and the east end while the latter will service the Bayfront Industrial Area and north and west ends.

The primary purpose of the Perimeter Road is to remove 25,000 cars and 3,500 trucks per day from local streets. To suggest that those vehicles could all be removed by the erection of a few truck-route signs is patently ridiculous.

By law, trucks have the right to take the shortest route to get where they are going. A large proportion of the trucks entering the city are going to areas west of Ferguson Avenue and would thus continue to pass through north end residential streets to and from their destinations.

As well, truck routes would do nothing about the much larger number of cars. One would have to be utterly devoid of compassion to want to continue to subject our citizens to the congestion, noise, pollution and safety hazards that are presently caused by these vehicles.

Between the Victoria/Wellington area and Bay Street area the Perimeter Road will offer a faster and safer route for through traffic. Studies indicate that one-third of the peak-hour traffic, or 1,200 vehicles in the busiest hour, will be removed from the North End neighborhood.

The matter of air pollution along the Strachan Street Corridor has been raised. I would like to point out that the Perimeter Road will decrease air pollution within Hamilton, since traffic will move

on a route designed for high volumes of traffic travelling at constant speeds. This will significantly reduce the stopping and starting of vehicles on downtown streets that is a major cause of air pollution at present.

Last week's article suggested that the region is proposing to construct a waterfront roadway that will create Hamilton's own version of the Gardiner Expressway. Nothing could be further from the facts.

Waterfront

The very essence of the design is that it protects entirely the west end of the harbor for future public access and recreational use. I would point out that almost half of the projected cost is due to the tunnel under York Boulevard.

A tunnel was chosen over an open roadway in order to minimize environmental impacts and to avoid any physical or psychological impediment to waterfront access. This planning direction emulates other progressive North American centres such as Boston and Seattle which are presently planning or building tunnels of their own.

The issue of fill in Cootes Paradise for the 403 interchange is one that regional council has been particularly careful about. The fill presently proposed represents approximately one half of one per cent of the surface area of Cootes Paradise. Regional council has instructed technical experts to continue studying this interchange in an effort to eliminate the need for fill entirely.

Concerns about trucks rolling off the Perimeter Road and into Cootes Paradise are not well-founded. Trucks already travel along Highway 403 immediately beside Cootes Paradise and have done so for years without incident. The proposed interchange with the Perimeter Road would be properly banked and protected by high embankments or berms on either side that would effectively prevent such an occurrence.

The final point of support for the Perimeter Road is its importance to our local economy.

Business and industry rely upon an effective transportation network in order to remain competitive. Without the Perimeter Road to provide for ease of shipping east or west, we will be unsuccessful in future attempts to redevelop our bayfront industrial area with non-polluting industries that can sustain us into the next century.

Viable businesses and industries provide not only jobs for local citizens but they also represent a large portion of the tax base. Ultimately their prosperity alleviates a huge tax burden that would otherwise have to be shouldered by individual home owners.

In closing, I would like to emphasize that the Perimeter Road is a critical step in our continuing efforts to make our community a more liveable place.

The importance of the human element in our planning process is underscored by our commitment to completing a social impact study, to ensure that the project continues to demonstrate sensitivity to the concerns of individual citizens. After all, if the Perimeter Road is to succeed in making our community a better place to live, work and play, it must do so by satisfying the wishes and needs of all Hamiltonians.

Kiss takes lone stand against Perimeter Road

By Stephen J. Cook
Staff Writer

Regional Councillor Mary Kiss stood alone last week in opposition to the proposed Perimeter Road project.

A consistent critic of the $160-million project, Mrs. Kiss watched quietly as her colleagues voted July 17 to adopt technical engineering plans.

The plans include a recommendation that staff and the project's consultant report back to council on the feasibility, costs, and benefits of an alternative interchange which could eliminate fill in Cootes Paradise.

The plans also recommend the environmental assessment report contain a social impact analysis and that a draft be forwarded to the Social Planning and Research Council for review.

During a standing vote on the five-part motion, Mrs. Kiss, whose aldermanic ward includes Cootes Paradise, rose to record her opposition.

"It's like David and Goliath," she said.

The cloverleaf at Highway 403 and York Boulevard, requiring some fill in Cootes Paradise, has offended many environmentalists.

Mrs. Kiss said according to a McMaster University professor there isn't a city in the world with a naturalist sanctuary like Cootes, and she wants it preserved.

But a brochure issued by the region states only a small amount of fill will be used to construct the cloverleaf.

"At Highway 403, there would be an interchange just south of Desjardins Canal, providing movements north and south on Highway 403. The interchange would be just above water level, and would require a relatively small amount of fill in Cootes Paradise," it states.



MARY KISS
Hamilton Councillor

Review alternatives

Mrs. Kiss said she views the project with "serious concern" and urged that alternative truck routes be established.

But staff and Perimeter Road proponents say the project will will ease traffic on neighborhood roads.

"This road will do more for the environment ... save lives ... improve economic development and safety. The road should have been built 10 years ago," said Councillor Brian Hinkley.

Mr. Hinkley, whose ward encompasses a major portion of lower Hamilton, said people have been living with gasoline truck spills "right in the middle of the city" and that the Perimeter Road would eliminate the risky situation.

To suggest the project isn't an improvement on current conditions "is next to insanity ... we're way behind the times," he said.

Mr. Hinkley assured Mrs. Kiss that the environmental assessment hearing would address environmental concerns.

Mr. Hinkley's comments were echoed by Councillor Terry Cooke, chairman of council's engineering services committee.

He said the project is vital to the region's economy and "well-being as a community."

While Mrs. Kiss may be alone in her opposition in the council chambers, she has community support.

Hamilton Environmental Action Team representatives argue council hasn't reviewed alternatives. They want the issue placed on the ballot in the 1991 municipal election.

HEAT believes there will be a significant environmental impact, loss of access to the harbor and a potential drop in north-end land and property values.

PS-4-7-9

Spectator July 25/90

Perimeter Road 'a blessing'

RE: 'Reject Hamilton's Perimeter Road' (July 14).

I have to assume the writer of this story does not live on a truck route — like 98 per cent of the people who spoke against the Perimeter Road at the last meeting at city hall.

I live on Birch Avenue, now a secondary arterial road (through no choice of the residents) which is a 12-hour truck route, but we have trucks running up our street 24 hours a day.

At one time, Birch Aveue was a tree lined two-way, residential street. My family has lived here since 1907. Now we have trucks, more cars, dirt, noise and emergency snow removal, which means we can not park on the street even if it takes the city two-to-four days to plow after a storm.

The Perimeter Road will take a lot of traffic off our street and be a blessing to every resident.

Paul R. Marshall,
Hamilton.

10h

CITY INITIATIVE 90-F - PARKING REQUIREMENTS IN THE CENTRAL BUSINESS DISTRICT.

The Committee was in receipt of a report dated 1990 July 18, from the Commissioner of Planning and Development, and an Information Report dated 1990 July 19, from the Chief Administrative Officer with respect to Cash-in-lieu of Parking.

The Committee reminded the public that all submissions should be submitted by 1990 August 24.

Following discussion the Committee approved the following recommendations as submitted:

(a) That written submissions from the public on the recommendations of the Parking Authority, as endorsed by the Finance and Administration Committee at its meeting of 1990 March 22, be received up to Friday, 1990 August 24.

(b) That the Planning and Development Department in consultation with the Parking Authority, Traffic Department, Building Department and the Cash-in-lieu of Parking Committee review the submissions and prepare a report for the consideration of the Planning and Development Committee.

At the Mayor's request, the Committee agreed to deal with Item 9.

MAYOR R. M. MORROW

ESTABLISHING A TASK FORCE ON IMPROVEMENTS TO THE ART GALLERY ENTRANCE, COMMONWEALTH SQUARE AND SUMMERS' LANE

The Mayor appeared before the Committee to express concern that an Ad Hoc Committee should be established to review and co-ordinate future development on the Commonwealth Square and Summers' Lane.

After discussion the Committee approved the following recommendation:

(a) That an Ad Hoc Committee of the Planning and Development Committee be established to review and co-ordinate the entire issue respecting the future use of Commonwealth Square and Summers Lane.

(b) That the Ad Hoc Committee be comprised of the Mayor, Chairman and members of the Planning and Development Committee, members of City Council, appropriate City and Regional staff, and that the following interested parties be invited to participate on the Ad Hoc Committee: H.E.C.F.I., C.A.P.I.C., Downtown Action Plan Committee, Crystal Palace Sub-Committee, Arts Advisory Sub-Committee, the Art Gallery, the Board of Education and others as required.

The Committee recessed for Lunch and reconveyed to continue with the Agenda.

FOR ACTION

REPORT TO:	SUSAN REEDER, SECRETARY PLANNING AND DEVELOPMENT COMMITTEE	DATE: July 18, 1990 COMM. FILE: DEPT. FILE: CI-90-F
FROM:	J.D. THOMS, COMMISSIONER PLANNING AND DEVELOPMENT DEPARTMENT	

SUBJECT:

City Initiative - consideration of the elimination of the reduced parking standards for new commercial development and/or redevelopment in the Central Business District, and the application of the "Cash-in-lieu" of Parking Policy.

RECOMMENDATION

(a) That written submissions from the public on the recommendations of the Parking Authority, as endorsed by the Finance and Administration Committee at its meeting of March 22, 1990, be received up to Friday, August 24, 1990.

(b) That the Planning and Development Department in consultation with the Parking Authority, Traffic Department, Building Department and the Cash-in-lieu of Parking Committee review the submissions and prepare a report for the consideration of the Planning and Development Committee.

A.L. Georgieff, M.C.I.P.
Director of Local Planning

BACKGROUND

- Parking Authority

At its meeting of March 15, 1990 the Parking Authority approved a report entitled "CAPITAL EXPANSION PLANS - CENTRAL BUSINESS DISTRICT" (see APPENDIX "A").

The report made the following recommendations:

"(1) That the Finance and Administration Committee endorse the expansion plans detailed in this report;

(2) and further, that the Committee recommend to Council that:

(a) the exemption from parking requirements for commercial development in the CBD be dropped, and

(b) the City as a whole be considered on the same basis when applying the "Cash-in-lieu" provisions, and

(c) the cost to provide parking in the development area concerned be applied to the formula for the "Cash-in-lieu" provision, and

(d) the net revenue from parking fines be directed into the Reserve for Offstreet Parking Account."

- Finance and Administration Committee

At its meeting of March 22, 1990, the Finance and Administration Committee endorsed the foregoing recommendations of the Parking Authority, except for Item (2)(d).

- City Council

At its meeting of March 27, 1990, City Council referred the recommendation of the Finance and Administration Committee to the Planning and Development Committee with the direction that appropriate Public Hearings be held as a City Initiative in order to implement a required Zoning By-law change with respect to Parking Requirements for Commercial Development in the Central Business District.

- Planning and Development Committee

At its meeting of April 4, 1990, the Planning and Development Committee approved the following recommendation:

"That prior to implementation of the Capital Expansion Plans for parking for the Central Business District as outlined in the Report of the Parking Authority endorsed by the Finance and Administration Committee on 1990 March 22nd, a public meeting be held by the Planning and Development Committee to receive input on the philosophy of the placement of parking structures in the downtown area.

NOTE: For the information of the members of City Council, Staff have been requested to provide a report to the Planning and Development Committee on the downtown parking discussions of the Ad Hoc Parking Committee and the Hamilton Parking Authority.

Also, further to the directions of City Council, a Public Meeting of the Planning and Development Committee will be held to consider a City initiative for a zoning change respecting parking requirements for commercial development in the central business district as well as the "cash-in-lieu" policy for this area."

City Council subsequently approved the recommendation of the Planning and Development Committee at its meeting of April 10, 1990.

- Parking Requirements in the Central Area

In accordance with Section 18A.(3) of Zoning By-law No. 6593, the normal parking requirements for commercial development in the Central Area (see APPENDIX "F") are eliminated (AREA "A") and reduced by 50% (AREA "B").

In this regard, a commercial development which would normally require 50 parking spaces would not have to provide any spaces if it were to be located in AREA "A", and would only have to provide 25 spaces if it were to be located in AREA "B".

- Cash-in-lieu of Parking Policy

Section 39 of the Planning Act provides the legislative framework enabling municipalities to establish a "Cash-in-lieu" of parking policy. City Council on June 24, 1986 adopted the present cash-in-lieu of parking policy.

The purpose of the Policy is to provide relief from the parking requirements of the Zoning By-law by providing proponents of development the option of making a cash payment to the City. Such funds are to be used for the provision of off-street parking on a city-wide basis. The policy applies to all areas of the City, except for residential districts.

It should be noted, the policy will only be utilized, provided that planning and traffic objectives are not jeopardized.

Payments are made based on the estimated cost of each required parking space not provided in the development and/or redevelopment. Payments made by proponents are to be not less than 50% of the total cost of the parking not provided. The cost of each parking space is calculated based on the following criteria:

i) estimated construction cost based on current rates; and,

ii) estimated land cost determined by current market value of the property.

COMMENT

The purpose of the Public Meeting is to consider the recommendations of the Parking Authority with respect to the reduced parking requirements for new commercial development and/or redevelopment in the Central Business District (see APPENDIX "F"), as well as the "Cash-in-lieu" of Parking Policy.

In this regard, the Parking Authority has recommended the following:

- "the exemption from parking requirements for commercial development in the CBD be dropped, and
- the City as a whole be considered on the same basis when applying the "Cash-in-lieu" provision, and
- the cost to provide parking in the development area concerned, be applied to the formula for the "Cash-in-lieu" provision."

The basis for the Authority's recommendations is a report entitled "RECOMMENDED CHANGES IN THE CITY OF HAMILTON'S PRESENT PARKING POLICIES AND PRACTICES" (see APPENDIX "E"). This report was prepared by the Coopers & Lybrand Consulting Group in conjunction with the Capital Charges Study. In the conclusion of the report, the consultants made the following recommendations:

"i) Rescind the exemption of commercial development in the downtown core from complying with the prescribed parking requirements, contained within the current by-law.

ii) Enforce the resulting by-law consistently and without exemption.

iii) In cases where the "cash-in-lieu of parking" policy applies, the amount payable should equal 100% of the cost of providing the required parking spaces in the development area.

After due consideration, we feel that the stringent application of current parking requirements to all commercial development (including that in the downtown core) along with 100% cost recovery in cases where the "cash-in-lieu of parking" practice is applicable, is the best policy for the City to follow. This will guarantee an adequate supply of parking facilities within Hamilton and will ensure that these facilities are financed in a fair and equitable fashion."

It should be noted, that a separate Public Meeting will be held at a future date to receive input on the philosophy of the placement of parking structures in the downtown area.

CONCLUSION

In order to evaluate the implications of the foregoing recommendations, it would be appropriate to provide concerned agencies and members of the public with a one month period to make written submissions on the proposed changes. Following receipt of the submissions, the Planning Department in consultation with the Parking Authority, Traffic Department, Building Department and Cash-in-lieu of Parking Committee should report back to the Planning and Development Committee.

PDM/ma

capic

CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

CITY HALL, 71 MAIN STREET WEST, HAMILTON, ONTARIO, L8N 3T4

FOR ACTION

REPORT TO: Susan Reeder, Secretary
Planning and Development Committee

DATE: April 4, 1990
COMM FILE:
DEPT. FILE: P5-4-7-9

FROM: Charles Forsyth
Chairperson, CAPIC

SUBJECT:

Cash in Lieu for Parking for Commercial Development

RECOMMENDATION:

That the current complete exemption from parking standards be replaced by a 50% parking requirement for commercial development to be applied to the CBD area (attached, Map 1).

That cash-in-lieu be based on 50-100% of the cost of creating parking as determined by the 'cash-in-lieu' committee in accordance with current practice.

BACKGROUND:

- Currently commercial parking requirements in the downtown area are zero and for the area surrounding 50% (see Map 2) of standard requirements which apply to the rest of the City.
- Special treatment of the downtown was provided to encourage development and to consolidate parking at specific points.
- The City is short of funds for parking facilities and is examining ways of charging developers for growth related parking.
- The Cooper's Lybrand report for the City recommends applying 100% parking requirements to all of the City including the downtown and allowing 'cash in lieu' payments at 100% of the cost of providing parking facilities.

ANALYSIS

PROVISION OF PARKING/CASH IN LIEU

Provision of uniform standards would allow for the provision of parking or cash in lieu to provide parking at the same rate for the downtown and the outlying areas.

PARKING NEED

Need for parking in the downtown (per square metre of commercial use) is significantly less than for outlying areas according to the Traffic Department. Accessibility by transit, walking and car pooling reduce the need.

MODAL SPLIT (Private vehicle v Transit)

Requiring parking to general standards which currently apply to outlying areas will encourage the use of the car and discourage the use of transit.

DENSITY OF DEVELOPMENT

Requiring parking to general standards whch currently apply to outlying areas will discourage higher densities and not maximize land use potential.

DECENTRALIZATION

Requiring parking to general standards which currently apply to outlying areas will encourage the decentralization of commercial development throughout the Region and possibly beyond.

ECONOMIC DEVELOPMENT

Requiring parking at general standards which currently apply to outlying areas may deter development altogether and prejudice the potential for job creation and tax reassessment in Hamilton's downtown. The downtown serves as a higher order centre for a wider area than the Region and it is important to maintain and increase this role.

PARKING LOCATION

Requiring parking to general standards which currently apply to outlying areas is likely to result in haphazard provision of parking rather than a rational distribution throughout the downtown. Requiring 100% cash in lieu is less inducement to the developer to provide cash-in-lieu and results in less likelihood of consolidated parking.

URBAN DESIGN

Requiring parking to general standards which currently apply to outlying areas is likely to lead to surface level parking which will break up the continuity of street and block form. Requiring 100% cash-in-lieu is less inducement to the developer to provide cash-in-lieu and results in less likelihood of consolidated parking. Although parking may be provided underground in the heart of the downtown, surface level parking is likely to occur on the edge of the central business district.

POLICY DOCUMENTS

The Region of Hamilton-Wentworth Official Plan and City of Hamilton Official Plan recognize that the downtown of Hamilton serves as the centre of the Region and should be given special treatment to encourage development. One of the goals of the Central Area Plan is to "give greater priority to the Central Area in terms of planning, development, implementation, monitoring and promotion. Policy 4.8.7 iv states that major parking facilities should be arranged so as to minimize through traffic and reduce congestion.

PUBLIC RELATIONS

Requiring parking to general standards will send out signals to the public and the development industry that

- development in the outlying areas and lower densities is encouraged at the expense of downtown development. The requirements will be the same for both areas yet the Central Business District requirement for parking is not as great as outlying areas. The incentive to build in the Central Business District will be lost. It is common practice to allow modified standards in other downtowns according to the Traffic Department.

- public transit should not be encouraged relative to use of private vehicles. It is more energy efficient to use transit than the private vehicle.

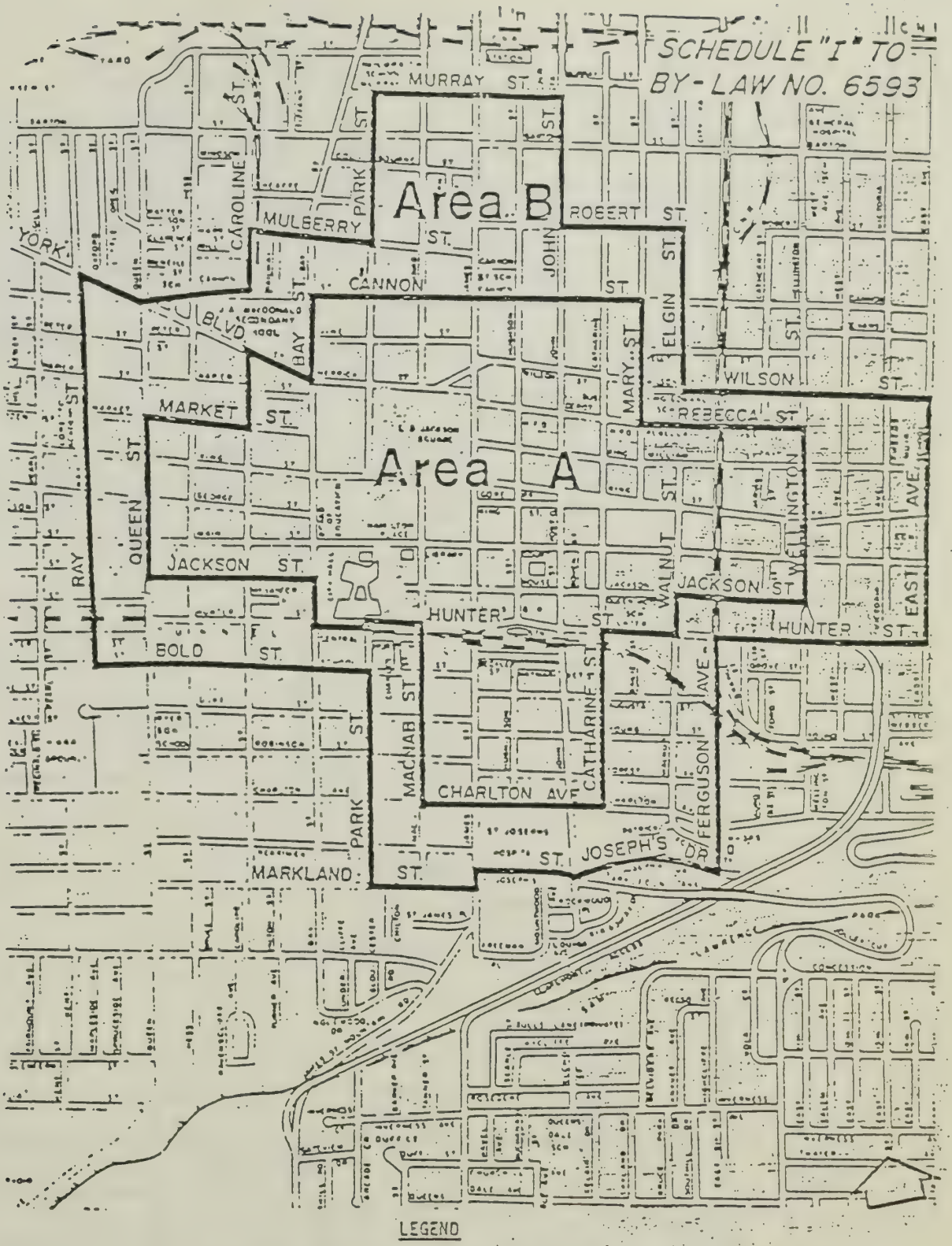
CONCLUSIONS

The Coopers Lybrand proposal gives an accounting perspective which would provide parking or cash to provide parking.

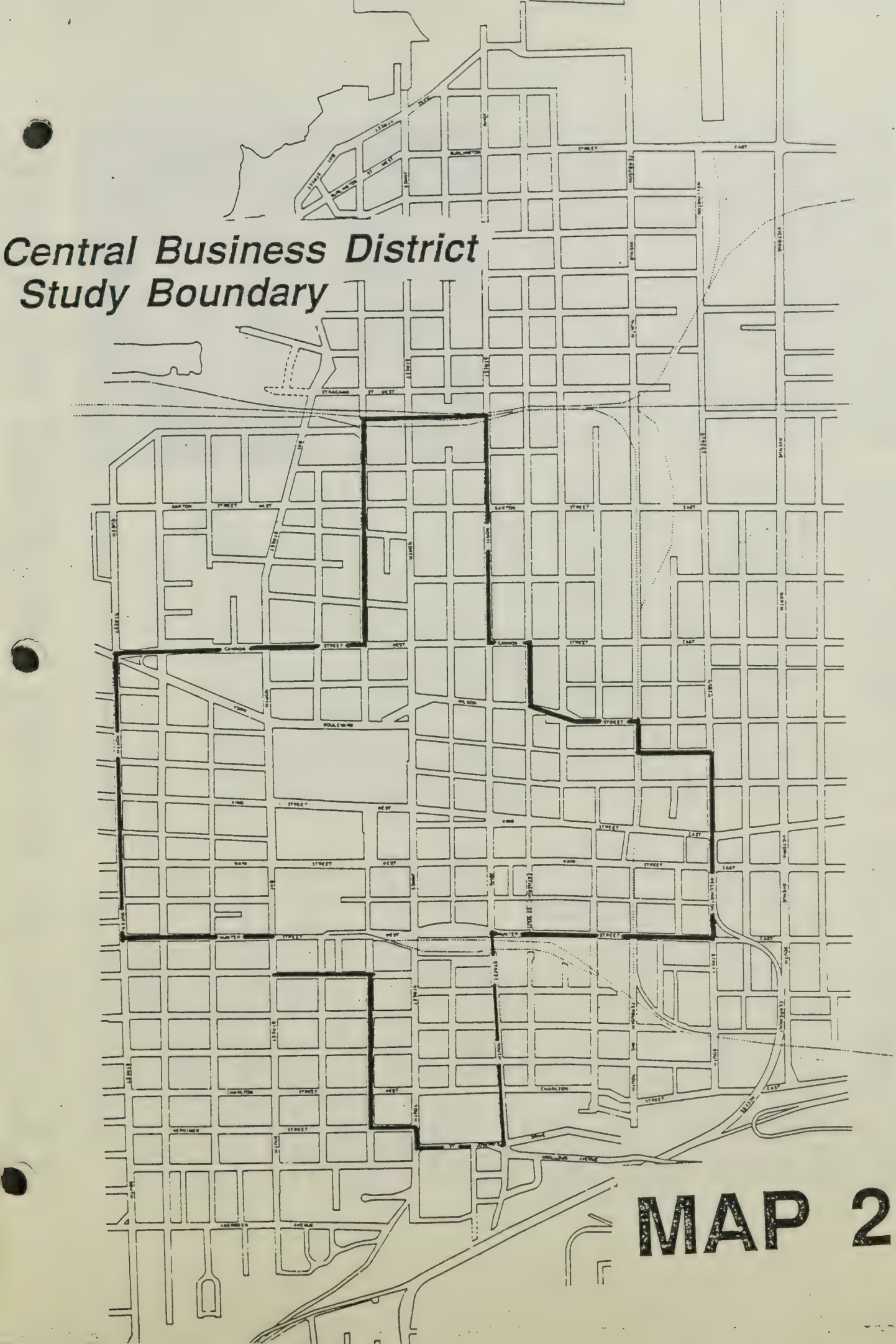
However, there would be an overprovision of parking in the downtown. The proposal is likely to have a number of adverse planning impacts in terms of Economic Development, Transit, Land Use Patterns and Urban Design. It seems contrary to the intent of Official Policy documents which encourage a strong central mode and public transit, does not support the sustainable development approach and sends out signals that Hamilton's Central area does not have priority over other areas. The current situation recognizes the role of the downtown.

If the generation of parking spaces cannot come from the general revenue it is concluded that the planning impacts on the Downtown, City and Region should be mitigated by having 50% parking requirements with cash-in-lieu based on the current practice of payment of 50-100% of cost of providing parking spaces. The rate should be determined by the Cash-In-Lieu Committee, as it is now, to encourage an appropriate level and location of parking. The area of reduced standards should be the Central Business District as established by the Central Business District Study.

D.G.:NS
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SCHEDULE "I" TO
BY-LAW NO. 6593
Area B
Area A
MURRAY ST.
MULBERRY PARK
CANNON ST.
ROBERT ST.
JOHN ST.
ELGIN ST.
WILSON ST.
REBECCA ST.
MARY ST.
MARKET ST.
JACKSON ST.
HUNTER ST.
BOLD ST.
QUEEN ST.
YORK ST.
CAROLINE ST.
BAY ST.
BLVD.
WALNUT ST.
WELLINGTON AVE.
CATHARINE ST.
MACNAB ST.
PARK ST.
CHARLTON AVE.
FERGUSON AVE.
MARKLAND ST.
JOSEPH'S DR.
LEGEND
Delineates boundary of those areas in which parking for Commercial, Public and Institutional uses are reduced or not required

MAP 1


Central Business District
Study Boundary
MAP 2

Trying to avoid parking squeeze

By ERIC McGUINNESS
The Spectator

DOWNTOWN PARKING — how much is needed, where it should go and who should pay for it — will all be up for discussion this spring.

City council's planning and development committee agreed yesterday to call a public meeting on a proposal to make downtown developers provide their own parking or pay into a parking fund.

At the urging of Alderman David Christopherson, the committee also decided to seek citizen input on parking authority plans to spend $30 million to $50 million on garages in the central business district.

But in taking steps to ease the squeeze, aldermen gave the go-ahead as well for two, 23-storey apartment towers to replace almost a square block of parking on Main Street West between Caroline and Hess streets.

Core-area commercial projects are now exempt from parking requirements but a study by Coopers and Lybrand Consulting Group says the incentive to develop downtown may backfire as the parking shortage worsens.

Mr. Christopherson accepts the idea of developers paying their own way but argues for more debate on the environmental effects of increased traffic, impact on public transit and placement of parking garages.

Committee to seek input from public

"It is one of the most critical decisions we will make regarding the future of the core area," he said.

Many council members agreed with Mr. Christopherson during budget deliberations last month and said parking-authority expansion plans shouldn't be approved without hearing from the general public.

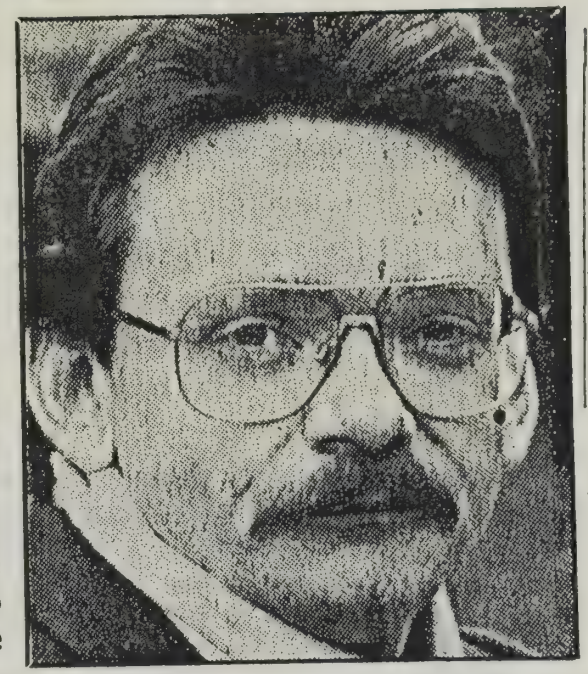
Mr. Christopherson said the downtown parking exemption has to end, just as the city had to increase lot levies last month, so existing taxpayers don't have to shoulder the cost of new development.

"It's a question of having confidence in Hamilton," he said. "Hamilton taxpayers have coughed up enough millions of dollars making downtown Hamilton work. When does it work on its own?"

As the committee agreed to rezone for the high-rise on Main West, George Rigby, owner of a Hess Village store, warned of the effect on "an area already critically short of parking."

"Where are customers, if there are any, going to park?" he asked, adding with tongue partly in cheek that, "currently there are no customers in Hess Village, so it is not a problem."

Mr. Christopherson said councillors recently received letters from Hess Village merchants and many downtown office workers, underscoring the need to address parking problems.



David Christopherson: debate

"We will reach a critical mass very soon on the parking issue and financing of it."

Riviera Club, the condo development going to council for approval Tuesday, will include 409 apartments, ground-floor stores, 421 underground parking spaces and a row of 2½-storey townhouse-style commercial buildings along George Street with 32 parking spaces of their own.

The towers at Hess and Caroline will step down toward mid-block, leaving a glass-roofed pool and lobby area at the centre.

The Hamilton Spectator 5 April 1990

Battle may be brewing over downtown parking

By ERIC McGUINNESS
The Spectator

WITH MERCHANTS still upset about a plan to raise parking meter rates across the city, a battle may be brewing over whether private developers ought to provide their own parking in downtown Hamilton.

Commercial projects such as the CIBC tower going up at James and MacNab streets don't have to furnish any parking but an unreleased report circulating at city hall suggests the exemption should end.

A study by Coopers & Lybrand Consulting Group reportedly recommends the core area be subject to the same requirements as the rest of the city.

Commercial, public and institutional uses are exempt from parking requirements in an area running roughly from Queen Street east to Wellington and from Hunter Street north to Cannon.

Developments in a zone extending a few blocks further out must provide only half the normal number of parking spaces.

But traffic planning engineer Roland Karl recently told citizens on the Central Area Plan Implementation Committee that the Coopers & Lybrand report suggests the exemptions are a mistake.

"We don't agree with that point of view," said Mr. Karl, speaking for the traffic department. "We agree with the direction but not that actual point of view."

The engineer said it might be better to require developers to pay the cash equivalent, so money could be pooled to provide larger, central parking garages.

"The cash-in-lieu arrangement allows you to accumulate one- and two-space requirements and provide a shared facility which will get greater use.

"The flaw in the existing system is where ... no parking is required and we can't collect any money."

Mr. Karl also told the committee that providing too much parking downtown may not be a good idea, because the limited land might be put to better use and the area is well served by public transit.

Russell Elman, representing the Durand Neighborhood southwest of city hall, said his organization would prefer to see parking requirements waived and cash collected.

"It's better you don't provide parking, but do pay cash-in-lieu," he said.

A staff report on the issue is expected soon to be in the hands of aldermen grappling with a parking authority proposal to spend $41 million on seven downtown parking garages in the next five years.

1990 08 22 — SPECTATOR — 16 MARCH MEETING

Pending Items

- CAPIC Brochures
- Health Building, Hunter Street
- N.E.C. control areas
- Central Area Plan Approval
- Information Systems
- Regional Headquarters
- James Mountain Road/Regional Transportation Study
- Institutional Uses
- Truck Routes
- Public Image
- Foundation Funding

THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

Planning and Development Department
71 Main Street West, Hamilton, Ontario L8N 3T4

12

Refer to File No. P5-4-2-18
Attention of
Your File No.

August 21, 1990

HOUSING INTENSIFICATION STUDY

NOTICE OF PUBLIC MEETINGS

On May 23, 1990 the Planning and Development Committee authorized two public meetings to discuss housing intensification in the City of Hamilton. The first meeting was held on July 11, 1990. The second meeting will take place as follows. (Please note change in venue):

DATE:	September 12, 1990, Wednesday
TIME:	7 p.m.
PLACE:	Wentworth Room C, Hamilton Convention Centre

Housing Intensification involves providing dwellings in the existing urban area. The format of the September 12 meetings will be similar to the meeting held on July 11 with presentations by staff followed by a question and answer session.

Written submissions will be requested following which a staff report reviewing submissions and making recommendations will be presented to the Planning and Development Committee meeting later this autumn.

Copies of Volume 1 and Volume 2, and the Draft Options of the Housing Intensification Study are available at the Central Library or at the Planning and Development Department, 7th Floor, City Hall.

Please feel free to call David Godley at 546-4229 or Janine Turnbull at 546-4267 if you need further information.

Yours truly,

A. L. Georgieff, M.C.I.P.
Director of Local Planning

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DOWNTOWN ACTION PLAN

1. **Minutes of the Meeting held 1990 May 10**

It was MOVED by T. Gill, SECONDED by J. McNeilly and CARRIED that the Minutes be adopted with the following amendments: in the attendance, J. Mokrycke is was written down that he was present and he was absent, wherever 'gazebo' is referred to, it should read second gazebo light structure.

2. **Business Arising from the Minutes**

a) Bus Shelters Presentation

Alderman McCulloch introduced A. McLaughlin, from the Hamilton Street Railway who introduced the Committee Members to Phase II of the Transit Shelter Location Programme. There are five proposed locations; two at James Street South, one at York Boulevard, one at James Street North and one on the southleg of King Street on the first block of Gore Park.

M. Pocius asked if Cadillac Fairview would have exclusive rights to advertise in this location (Cadillac Fairview was paying for the concrete pads for the bus shelters), whether there would be any restrictions, on the type of advertising that would be allowed within the bus shelters on James Street North. A. McLaughlin commented that there were no restrictions on the type of advertising that could be made within the bus shelters.

H.S.R. indicated that a tree would have to removed to install a bus shelter on James Street South near the Pigott Building. The Public Works Department will review this.

Alderman McCulloch reminded H.S.R. that the cost for the bus shelters should be taken into consideration last and that the locations and aesthetics should be a priority.

...../3

C. Firth-Eagland from the Public Works Department indicated to the Committee and to H.S.R. that a comprehensive review of Gore Park has been recommended. The Public Works Department is requesting that the bus shelters be tabled until the comprehensive review is complete. The Parks and Recreation Committee will be involved as well. The Public Works Department wants to prevent the 'Peace Meal Approach' that has been taking place over the years and have the park reviewed in its entirety.

H.S.R. commented that they wanted to install the bus shelters in the first block of Gore Park in August. Mr. Hill from the Urban Design Committee had some questions and comments since he had to leave the Meeting early. He asked what was the final plan for the overall downtown regarding bus shelters, and had H.S.R. considered having a linear structure rather than individual boxes as bus shelters. He said that he had some concerns with the elderly who often use the buses and was concerned that the 'step up' for the elderly in the bus shelter is creating a problem. He asked that the bus shelters be reviewed for suitability for users needs.

H.S.R. is willing to consider the linking-up of bus shelters. They would be interested in meeting with the appropriate committee to review the design. By September, H.S.R. is anticipating a new feature to their buses "a kneeling" feature where the front end of the bus is actually lowered to the sidewalk level to prevent that extra step for the elderly.

J. Sakala had indicated in the previous DAPCOM Meeting (1990 May 10) that H.S.R. had done their presentation and had indicated to the Committee that they would have comments from the public. J. Sakala said at this point in time it has not been done and he asked H.S.R. to co-ordinate some kind of public information poster where people could call in and comment on their feelings about the proposed bus shelters in the downtown area. D. Turvey said that this could be reviewed with the Urban Design Committee. J. Sakala commented that they would also like to see Gore Park reviewed in its entirety prior to the installation of bus shelters.

Alderman McCulloch indicated that it would be up to the Public Works Department to organize a committee to have the appropriate people represented and this should be prepared by the next DAPCOM meeting. He asked the Public Works Department to include CAPIC, Urban Design Committee, B.I.A. representatives, Veterans Committee representatives and the Department of Community Development.

V. Matus commented that bus shelters are as important as buses but feels we should consider and comment on the design which has not been done to this date. He asked that if there were any plans to consider or co-ordinate the building of the bus shelters with the present structures in the immediate surroundings of the proposed locations for the bus shelters.

...../4

The Veterans Committee are concerned with the Cenotaph area and do not wish to have any particular bus shelters located here. Alderman McCulloch said that this would be dealt with at a later date in 1991 and that the Veterans Committee would be included in the comments to be reviewed. At this point in time, it appears that DAPCOM would like to have a comprehensive review done of Gore Park prior to having any future elements added to the Park.

J. Mokrycke asked that the bus shelters be deferred until the Park can be reviewed. He is in agreement with the Public Works Department. Alderman McCulloch asked H.S.R. if they could relocate the designated bus shelters for Gore Park possibly to other locations so that we would not hold them up in their monies that have been allocated for bus shelters. H.S.R. commented that this could be done.

G. Etele offered to set up a meeting with A. McLaughlin and D. House for the co-ordination of the bus shelters infront of the Canadian Imperial Bank of Commerce. There was also discussion about the co-ordination of the colour for this bus shelter. C. Firth-Eagland will review the location for the proposed bus shelter in front of the Piggott Building regarding the possible relocation of a tree. It was MOVED by G. Etele, SECONDED by V. Matus that the bus shelters be installed in the proposed locations other than Gore Park and that no bus shelters be installed in the Gore Park area until the Public Works Department co-ordinates a committee and initiates a comprehensive review of Gore Park and reports back to DAPCOM.

A recommendation is to be sent the the Planning and Development Committee.

b) **Eaton's Project, Streetscaping**

For the information of the Committee Members, J. McNeilly reported on the status of the Cadillac Fairview development and the surrounding streetscape. On 1990 June 21 a site meeting was held at the Cadillac Fairview Site Office to discuss the remedial work on both York Boulevard and James Street North around the Cadillac Fairview development. Regarding the intersection of York Boulevard and MacNab, the City of Hamilton has set aside thirty-three thousand dollars ($33,000.) to contribute to improvements at this intersection. Concrete crosswalks will be installed crossing York Boulevard and MacNab Street as well as new paving treatment on the sidewalk at the entranceway of the Farmer's Market. Cadillac Fairview is still aiming for an October opening of the Centre but, since there have been some trade strikes this year, this opening may be delayed. They will advise us of any change in their schedule as soon as it is apparent.

...../5

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1990 August 14

REPORT TO: Mrs. Susan K. Reeder, Secretary
Planning and Development Committee

FROM: Mr. E. W. Kowalski
Director of Community Development

SUBJECT: Hamilton Street Railway Proposal for Locating Transit Shelters in the Downtown Hamilton Area

RECOMMENDATION:

a) That, in accordance with Phase II of the H.S.R. Bus Shelter Proposal, H.S.R. be given approval to install bus shelters in the proposed locations other than Gore Park as follows:

2 transit shelters on James Street South, west side, south of King Street West (Canadian Imperial Bank of Commerce and the Pigott Building)

2 transit shelters around the Eaton's Centre, one on James Street North, west side, near York Boulevard and one on York Boulevard, south side, near James Street North

1 transit shelter to be installed in front of the Standard Life Building, north side, of King Street West at Bay Street

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

On 1989 April 25, City Council approved Phase I of the H.S.R. Transit Shelter Proposal as recommended by the Downtown Action Plan Co-ordinating Committee (DAPCOM),

...../2

On 1990 July 12 the Downtown Action Plan Co-ordinating Committee with representation from the Urban Design Committee and the Veteran's Committee, heard a presentation by H.S.R. regarding the placement of additional transit shelters in the downtown area. As a result, the above recommendation is being forwarded to the Planning and Development Committee.

DAPCOM did not approve the location of any transit shelters in the Gore Park area until the Public Works Department co-ordinates a Committee and initiates a comprehensive review of Gore Park, its maintenance, uses and design elements and reports back to the Downtown Action Plan Co-ordinating Committee. This Committee will be comprised of representatives from DAPCOM, CAPIC, Urban Design, the Downtown Promenade B.I.A. and various technical staff.

cc: Alderman Wm. McCulloch, Chairman
DAPCOM

Alderman J. Smith, Chairman
Urban Design Committee

Mr. M. Roach, Chairman
The Veteran's Committee

Mr. D. Godley, Manager
Neighbourhood Planning (CAPIC)

Mr. A. McLaughlin
Hamilton Street Railway

capic

CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE
a Subcommittee of the Planning and Development Committee
c/o CITY HALL, 71 MAIN STREET WEST, HAMILTON, ONTARIO, L8N 3T4

July 20, 1990

P5-4-7-9

Ms. Jacqueline McNeilly
Community Development Department
City Hall

Dear Ms. McNeilly:

Re: **Clock Tower, Jarvis Square**

CAPIC members have mentioned to me that flowers at the base of the clock tower would brighten up Jarvis Square.

Yours truly,

Bill Godley

for D. Godley

CAPIC Co-ordinator

DG:CS

CAPIC.LET

THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

Planning and Development Department
71 Main Street West, Hamilton, Ontario L8N 3T4

FAX: 546-4202

Refer to File No. P5-4-7-9
Attention of
Your File No.

July 12, 1990

Mr. Bob Ledger
Site Supervisor
Hamilton Convention Centre Security
115 King Street West
Hamilton, Ontario
L8P 4T9

Dear Mr. Ledger:

Re: Pedestrian Circulation

Members of CAPIC noted at a recent meeting that the doors at the north end of the pedestrian bridge which lead to the roof level area of Lloyd D. Jackson Square are sometimes locked during the day.

They asked me to request that these doors remain available for public use as much as possible to help pedestrian circulation.

Please feel free to call me at 546-4229 if you would like to discuss the matter.

Yours truly,

David Godley

David Godley
Co-ordinator

D.G.:ns
A:\CAPIC.LET

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Harper's - July 96 - Kind regards - G.P.S.

WHATEVER BECAME OF THE PUBLIC SQUARE?

Public life is disappearing, or so the signs would indicate. Last April, a third of Americans simply tossed out their census form. One in five tax dollars is withheld by contemptuous taxpayers. Nearly two-thirds of the electorate probably won't vote this November. The ongoing conversation of our democracy is so muted that the public no longer believes it is part of public debate. The marketplace of ideas is empty, because the people are at home watching a debauched public discourse: what passes for "issues" on *Geraldo* or *Crossfire*.

It is strange that a nation so sentimental about its town meetings should be exposed—by apathy at home and the clamor of democratic throngs in the plazas of Europe—as having almost no public life. Convinced its revival is necessary to representative government, *Harper's Magazine* recently asked two architects, a town planner, a sociologist, and a sculptor to consider what a public life in the United States today might be and to design a contemporary public square in which to promote it.

The following forum is based on a discussion held in the Rainbow Room above Rockefeller Plaza in New York City. Jack Hitt served as moderator.

JACK HITT
is a senior editor of Harper's Magazine.

RONALD LEE FLEMING
is president of the Townscape Institute in Cambridge, Massachusetts, and is a preservation advocate, urban planner, and design critic.

ELIZABETH PLATER-ZYBERK
is an architect and town planner whose work includes Mashpee Commons, in Mashpee, Massachusetts, and the town of Seaside, Florida. She is a professor in the Master of Architecture Program in Suburb and Town Design at the University of Miami.

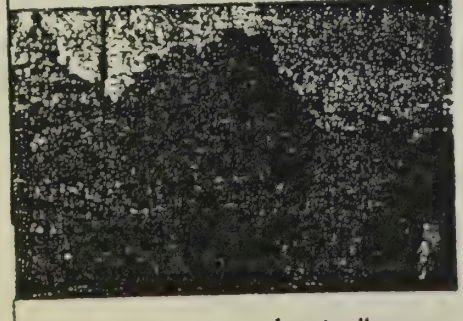
RICHARD SENNETT
is professor of sociology at New York University and author of a study, to be published later this year, about space and social life in cities entitled The Conscience of the Eye.

JAMES WINES
is an artist and environmental designer who is currently the president of SITE, an architectural office in New York City, and the chairman of environmental design at Parsons School of Design.

ELYN ZIMMERMAN
has worked on large-scale environmental public sculptures since 1978. Her works include Shunyata (Chicago, 1982), Marabar (Washington, D.C., 1984), Terrain (Chicago, 1987), and Keystone Island (Miami, 1989). She is currently completing projects in Los Angeles; San Francisco; and Tampa, Florida.

A Place of Peaceable Assembly

JACK HITT: Suppose I am the mayor of a medium-size city plagued by all the contemporary urban problems: a downtown devoted to work by day and abandoned to the poor at night, an oozing exurbia, and intensifying divisions—both geographical and spiritual—among races and ethnic groups. At the same time, I observe a thriving, chaotic public life in many countries, and I notice that it is centered on a plaza—Tiananmen Square in Beijing, Wenceslas Square in Prague, etc. I have convened this panel to assist me in the task of promoting a vital public life and, possibly, designing a workable, contemporary public square. But as I read the history of such issues in the United States, I wonder. Thomas Jefferson considered the city "a sore on the body politic," and Henry David Thoreau discovered more civic virtues in a field of beans than in a gathering of men and women. So before I start building, I'd like to determine whether we have a tradition of public life on which to draw.



The Boston Commons, colonial era

RONALD LEE FLEMING: We've used public spaces for major public events. In the eighteenth century, the crowds attending religious revivals on the commons were sometimes so thick that worshipers were crushed to death. People met for a variety of occasions: military exercises, civic gatherings, public executions. In the first years of settlement, the commons were literally pastoral; they were places to herd cattle. They had proprietors then, usually settlers who had common rights to the land. Over time, as the population grew more diverse, the proprietors ceded their powers to town governments. Later, the affluent townsmen began sowing grass and planting elms on the commons. In the early years of this century, Henry James observed that once a common was shaded in elms, little remained to be said about it.

RICHARD SENNETT: Public space needn't be a public square. The streets of Manhattan's Lower East Side were thriving public spaces at the be-

Illustration from The Bettmann Archive

ginning of this century. Nobody designed them. They were relief from the horrors of the tenements. What's peculiar about our cities—particularly the kind of city our "mayor" governs—is that the American middle class has forever tried to flee them. In order to redesign the center of a city, you must think about why people haven't wanted to be there for such a long time.

JAMES WINES: You're right, Richard. You're really talking about the progressive deterioration of American public space because of the lack of a true public life. If you consider Mediterranean public space, especially the Italian squares, which are often viewed as the ideal, Americans don't have an equivalent.

SENNETT: Is that the kind of public space we want, and can we have it?

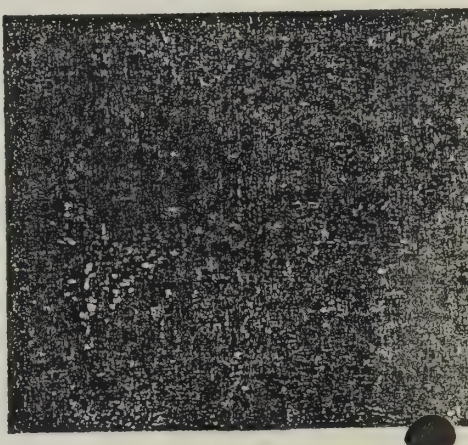
WINES: But in this nation the entire perception of the earth's surface has been destructive to the prospect of public life. The first settlers regarded the land as a resource and remorselessly raped it. When cities began to emerge, they were vaguely based on those in Europe, but Puritanism, with its resistance to pleasure, totally rejected public life, regarding it as the devil's playground. Public life didn't have a chance after industrialization predicated the nation on the driving and especially the parking of cars. Finally, the media age locked us in our electronic cabins.

The single most destructive force in America was the Modern movement in architecture, which submitted this nation to the ravages of the grid and the plane; in other words, megaversions of abstract art. The scourge was completed when builders saw these economical structures as the answer to cheap and expedient development. Europe was never totally submerged in this exercise in elementary geometry; perhaps it was damaged, but America was consumed by it.

FLEMING: We have no Mediterranean space, but then we weren't Mediterranean people. Americans once did have a notion of the meeting house, the center of civic government, which was often the local parish church. This union of church and state created a kind of common design ethic. The early citizens had a common space, but they also had an enormous homogeneity of culture. Our problem may be that the foundation of a public life is homogeneity, not pluralism.

SENNETT: The public life on the Lower East Side was homogeneous, but only *economically*. Often people didn't speak the same language. Their religions were anathema to one another. It's difficult for us to recover now what it must have been like for Irish peasants suddenly to find massive numbers of Jews living in their midst. When I think about what kinds of public spaces we need to make today, the last thing in the world I would like to see is an attempt to create more homogeneity. Our culture is suffering from a surfeit of sameness. Take Battery Park City, lower Manhattan's recent large-scale development, which was built to look like more of the city rather than as an isolated project. It is neutral and homogeneous. Its social failure is painfully apparent; the public spaces inside and outside its buildings are almost always empty.

FLEMING: The possibility of creating public space for a heterogeneous culture is nearly a contradiction in terms. I attended one of the most pluralistic schools in America; it was racially and economically mixed, equally white, black, and Oriental. The low-rise campus buildings fanned out in spokes from a central green, and each group—the WASPs, the Jews, the nerds, the blacks—found a tree, bench, or nook in one of the green wedges between the buildings and stuck to it. Outside of mandatory assemblies, we never naturally came together to create a sense of community.



Lower East Side, Manhattan, circa 1900

HITT: Well, what do we mean when we say we want to encourage a public life among these disparate groups? I was arguing the other day that there is less racial tension in New York City than in Los Angeles or even Washington, D.C., due to an unlikely public space—the New York subway system. Although the public interaction is inchoate—rolling our eyes together at fools or irate passengers, perhaps an occasional courtesy—at least the people *see* one another. Maybe that's enough.

FLEMING: That really provokes me, Jack. It's great to have a working subway system and to see different people on the platform. But if that's what the public space has degraded into, it is no cause for celebration. It's pathetic. But we'll have a better chance of success if we go back to your city, Mr. Mayor, which we might locate in a place with a sense of civic cooperation—say, Minnesota.

ELYN ZIMMERMAN: Which is homogeneous.

FLEMING: You could design a space there, although, now that I mention it, not Philip Johnson's IDS Center, for God's sake.

HITT: Is it in Minnesota?

Photograph from The Bettmann Archive

ZIMMERMAN: It's a shopping center and office-tower complex in Minneapolis.

FLEMING: The IDS Center is an acoustically tinny, forlorn space that has won all kinds of awards—a further demonstration that we reward designs that look good only from the air.

WINES: The most deathly space, perhaps in the whole world.

ZIMMERMAN: Although it's interesting, because the IDS Center was an attempt to create the kind of public space we've been discussing. It was intended to nurture a spiritual and spatial renewal for the city and to create commercial gathering places, with a large public area out front.

WINES: The grotesque failure of the IDS Center originates in the contemporary nature of commercialism. Although our public is pluralistic, commerce is not. We're faced with megafirms pitching megaideas, which submit the public to a kind of incarceration in retail prisons. The only human interaction is in the mall, buying useless products and feeding the system.



Riyadh, Saudi Arabia, old and new town

The system hates diversity and loves regimentation. Thus the only way to establish working public spaces is to sponsor total idiosyncrasy—conditions of infinite choice. And you can't design them. The word *design* is anathema to me. It's the kiss of death when you're talking about public space, because it means somebody is *taking charge*. It is possible, however, to propose a conceptual matrix that encourages spontaneous choices. In a sense, that's the Italian idea.

ELIZABETH PLATER-ZYBERK: I disagree. Italian spaces certainly were designed.

WINES: Well, they were designed, but they weren't overdesigned. The design wasn't an esoteric enterprise that pleased only the designer. The Italian spaces allowed for great—nearly infinite—flexibility. They encouraged spontaneity because they were centered not only on the market but on religious and civic activities as well. The sense of place was made coherent by an iconography—a rich source of imagery that could be translated into buildings and their surrounding spaces—that made it possible to provoke a public life on a large scale. The iconography of the Catholic Church provided a wide range of possibilities: For the designer, it meant that he was not forced to create a cathedral that looked nearly like every other cathedral. And for the passerby, the varying facades and spaces of a cathedral prompted a variety of reactions and experiences—either religious, commercial, political, personal, or social. But always the architecture, the iconography, had to be rich enough to provoke a *thought*, because thinking is the source of spontaneity and of public life. A blank wall or a facile juxtaposition of enormous shapes prompts nothing.

PLATER-ZYBERK: The best public spaces are designed. But you probably can't design one space to do all the things that you would like the public realm to do.

WINES: Let me give you a classic case of American design. In Riyadh, Saudi Arabia, there is an old town and a new one. The old town was built over time, by accretion. The new town, which is the new center, was laid out and built by a number of American firms that worship the rigor of design. So Riyadh now has a grid, a space so relentlessly dull that it boggles the mind. It is hyperbolized tedium. The people there hate it, and a new generation of young Saudis are now trying to figure out how to fix it. So the problem I'm talking about can be seen in Riyadh in high relief: The rigid design of the grid forces the public into a particular course of action. There is no choice; there is only direction.

HITT: What kinds of things should the public consider doing in a public space? What do we mean by a "public life"?

SENNETT: The Greeks had a notion of public space as a place for political education. We've lost the sense of the social life of the city as an educative process. It survives vestigially in the *idea* of the town meeting. But for Americans today, the public realm is a silent realm, which is not the way it once was. In the eighteenth century, both men and women were very verbal in public. The public places—coffeehouses, assembly rooms, court halls—were sociable places. Silence began during the Industrial Revolution, when women were driven from the public realm. Their presence in public was suddenly considered unseemly, unladylike, particularly for middle-class women. They were confined to the home. In the 1880s, when women began to return to the public space, it was only in terms of consumption—going to stores, shopping. That was a time when women couldn't talk to strangers, a time of great isolation and silence. Gradually, those became the terms for men as well. Our public realm is still largely a silent one.

PLATER-ZYBERK: Is that why you can't go anywhere in public today without hearing music?

SENNETT: You mean, music as a substitute for

Photograph courtesy James Wines / SITE

communication? Music fills the silence to relieve us of the discomfort that comes at the prospect of conversation or interaction.

ZIMMERMAN: I always thought it was meant to calm people, to anesthetize them—like painting walls certain colors.

"THE GREEKS HAD A NOTION OF PUBLIC SPACE AS A PLACE FOR POLITICAL EDUCATION; FOR AMERICANS TODAY, THE PUBLIC REALM IS A SILENT REALM."

FLEMING: Silence can be broken, and a certain kind of public life can be nurtured through triangulation: setting up some third element—an activity, a work of art—that ignites a conversation between people. Let's say you consciously decide to create this public space and you want to build up layers of meaning—what Jim calls iconography. You want to create reasons for being in the space, so you might decide to bring in an organ grinder and monkey, one of the original models for triangulation. The point of having an organ grinder was to create a situation in which one person watches the monkey and says to somebody else, a stranger, "Look, that monkey has measles," or whatever. An interaction between strangers creates an effect of animation, which is one stimulus for public life.

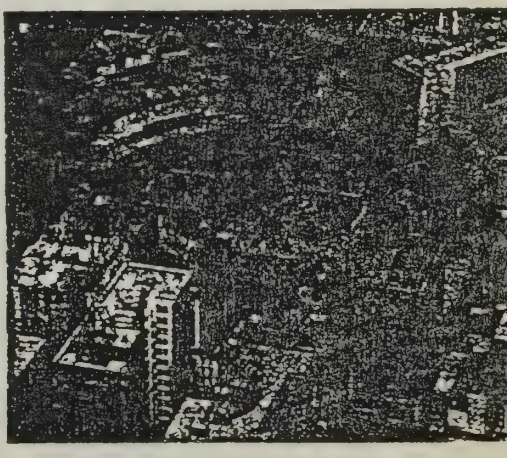
WINES: Just what will animate public life is interesting. In Rome the public spaces jump. Certain places thrive and then dry up, and it turns out that this is because the tourists are driving away the natives. The Romans are constantly reorienting themselves to yet another, new enclave where they can be themselves, if only for a season. So it's the tourists who fuel the public life. In Venice, I remember, the preferred square was so remote that you could get there only after a long boat ride. There is no public life on St. Mark's Square, because no respectable Venetian would be caught dead there.

SENNETT: That reminds me of Turin, Italy. The central district was designed and built at the end of the eighteenth century with the intention of turning a hick town in northern Italy into an important metropolis. The space had a central arcade that was in touch with the culture and used the most fitting design, with proper development on the side streets. Yet it is one of the few towns where the public square works like a negative charge on a magnet. The public life thrives in the side streets, while crowds avoid the public square. This is a problem with design. You can't program sociability. A working space requires that over time it will develop a history of use; you can't command enjoyment or vitality. I always marvel at students who design a space and jot down what people will do in it. Such optimism!

PLATER-ZYBERK: The potential of a public square is related to the larger structure of the city; in other words, people have to live close to the square. For instance, all over the country there are workers' spaces that serve as successful lunch places. But they may not be considered successful public spaces, because there are only a few hours each day that people are in them. A square in a city will never work unless people live close to it and use it most of the day.

Such a city square is possible in the United States. In fact, close to the ideal is Indianapolis, which was designed on a square-mile plan in 1821 with a circle in the center that radiates axes in different directions toward other public spaces, including the state capitol. People are walking and driving through this circle all hours of the day and night, but it is not necessarily a gathering place, except on special occasions. So it has a special identity, one that captures the wholeness of the city. A few blocks off that circle is a theater with a ballroom that's round like the circle, reflecting it. It is where people hold proms, marriages, and the like—occasions that signify unity and wholeness.

FLEMING: But, of course, Indianapolis is lucky to have Mayor William Hudnut, a former Presbyterian minister, who is also an urbanist and has been mayor a long time. There is an institutional memory at work here. Yet even with it, the buildings don't always have a conversational fit. Across the street from that ballroom, Elizabeth, is a hotel that has stuck its air vents right in the face of the city.



Monument Circle, Indianapolis

PLATER-ZYBERK: True, but my point is that this particular public space may not be an active place in the sense that much is happening there. It may rather serve as a psychological focus for the community—an effect that is almost entirely visual. It is a space where everybody can potentially go. It is a space that embodies potentiality. The Washington Mall works in a like

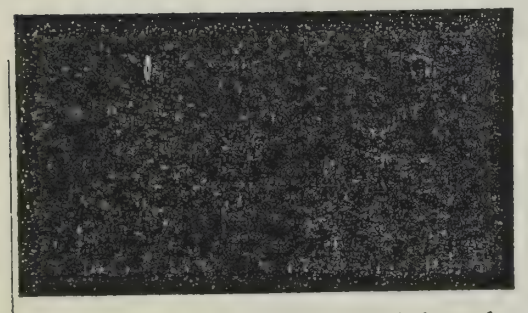
Photograph from The Bettmann Archive

manner on the national level. Most of the time it is an amiable green, but occasionally it opens up to its potential.

HITT: Such as the veterans' protests under Hoover, or Martin Luther King's marches, or the recent abortion rallies?

PLATER-ZYBERK: Exactly.

SENNETT: The ancient Greeks envisioned different scenes of life in various places in the city. The gymnasium was a place that evoked sexual desire. The assembly was a scene for politics. The ascent from the agora up the hill to the Acropolis was a way to experience the transition from the secular to the sacred. For us, space doesn't carry that weight of experience: Where would you go to experience remorse in a modern city? It's a meaningless question for us.



Coffeehouse, eighteenth-century London

ZIMMERMAN: Richard, I have a different, perhaps related, problem. I grew up out on the West Coast. When I came to New York ten years ago, it was exciting and frightening in a certain way. But I found that what I missed most of all was being able to go outside and be alone. Where would you go to experience solitude in a modern city? If you were not able to get out of the city, you would have no privacy out of doors.

HITT: A friend of mine has a theory that the scarcity of solitude accounts for the common habit among New Yorkers of talking to themselves. It creates a private space around them that almost no one will invade. Sanity in New York is so precious that it must be protected by a bodyguard of dementia.

WINES: If you are walking by yourself in L.A., the police will stop you, ask you where your car is, and insist on knowing *why* you are alone.

HITT: As mayor, I would like to build a square that allows these kinds of public life. Tell me, what would I have to do to make it possible for you to design such a place?

ZIMMERMAN: You might start with your own laws, the ones that dictate railings and forbid steps in certain places. Every American city's potential is buried under laws and anesthetized by them. From bollards to lights, our towns look the same. In other countries you could build a wharf, a quay, with no railing. There might be a slight danger, but that danger creates a sense of excitement and personal responsibility. Here, in public spaces, you are not allowed to let people take that kind of responsibility for themselves. In a funny way we have forbidden people to touch, to sit, to meet.

FLEMING: How do you change the angle of a street in order to make it more intimate and interesting, like the dogleg streets of Charleston, South Carolina? How do you create that eccentricity? The fire department would never allow it. It's against the law.

PLATER-ZYBERK: We'll start designing, Mr. Mayor, if you will tell your civil engineers that you don't care if the railings are not three feet, six inches. And that you will take personal responsibility for the lawsuit against the city when someone drives into the public square—as the traffic engineers are predicting—and runs over somebody because—

HITT: —I refused to install bollards?

PLATER-ZYBERK: Exactly.

HITT: So Shakespeare had it wrong: The first thing we do is kill all the civil engineers.

Building a New Public Square

WINES: We won't be able to build anything until we get beyond two issues we've been avoiding: Who builds the public spaces and for whom are they built? Ironically, great public spaces were built by absolute monarchs or flamboyant princes for people living in a *homogeneous* culture. Now, instead, we have municipal governments trying to build public spaces for an incredibly diverse society.

FLEMING: You *do* need a patrician or the equivalent. In the working patriciates of Venice, Bern, and Siena, for example, the institutional memory of such a class perpetuated respect for simple rules of design—particular to each place—that mandated such effects as tile roofs, first-floor arcades on the square, housing above the shops, stone fronts, and the like.

HITT: So that is the issue: Can you build a public space to promote a public life in a country with no powerful autocrats and no common culture?

WINES: We have to admit that the diversity in the United States is unique. And it is a great asset in creative endeavors—in literature, film, and so on. Much of what we produce could come only from a splendidly chaotic nation. But in the area of urban design, I am not certain that

Illustration from The Bettmann Archive

diversity is an advantage. Great spaces are built by tyrants, not by a council of selectmen.

ZIMMERMAN: I don't think you can look to the past for a model for the future, because the conditions of that world don't exist anymore. We haven't their priorities or their resources.

"HOW DO YOU DESIGN THE INTIMATE, DOGLEG STREETS OF CHARLESTON, SOUTH CAROLINA, TODAY? THE FIRE DEPARTMENT WOULD NEVER ALLOW YOU."

SENNETT: And, Jim, haven't there been public spaces for mixed cultures?

WINES: Name a city.

PLATER-ZYBERK: Wasn't Rome remarkably diverse?

SENNETT: It was an imperial city, with slaves and others from all over the Roman Empire. Or think about nineteenth-century Paris, with people pouring in from all the French provinces. In modern times, both Vienna and Berlin have had this kind of diversity.

FLEMING: Paris had such a life in its town houses, its *hôtels particuliers,* especially the ones built in the eighteenth and early nineteenth centuries. In these, several different classes of people lived together in one building, which was often set back from a street of shop fronts behind an internal courtyard.

PLATER-ZYBERK: That's right. The main family lived on the main floor and the entire service neighborhood lived around them.

SENNETT: Diversity and coherence aren't total opposites. Both Paris and London in the eighteenth century had a very curious public life in and around the coffeehouses. Nearly anybody could come to these places, and did. The coffeehouses were places of exchange, information exchange. The problem was how to make the people seated together into a coherent group. This required a kind of playacting; elaborate rituals of speech developed in an attempt to disguise the *class* of the speaker. From these coffeehouses were spawned the great insurance companies of imperial England, because this was where the different classes could meet, talk, and exchange information about what was going to happen, what ships were coming in, that sort of thing. One of the most famous coffeehouses belonged to Edward Lloyd; it, of course, became Lloyd's of London.

Today, the problem of public space is its *usefulness* to us in modern social life. In my view, the use of public space ought to be to make people aware of economic, racial, and ethnic realities, by concentrating and mixing these realities together. The modern United States is a society of social amnesia, of denial, of difference, of escape from facing reality. It's in a public space that this social amnesia might be called to account, which means that the public realm should be gritty and disturbing rather than pleasant. The kinds of public spaces that matter in this way are the edges between neighborhoods or mixed-use streets. A public space is anywhere that people who otherwise would be isolated from one another have to deal with one another: The cafeteria of a factory whose workers are racially mixed is more a public space than a shopping mall.

PLATER-ZYBERK: Maybe the American problem can be solved by design. I can think of two places in Miami—a totally suburban, modern American city—where the street life, the public life, is very exciting: Coconut Grove and South Beach. Maybe you could extract some rules for your inner city from these places at the edge. First, the streets are lined with shops, restaurants, and other establishments that have clean glass windows—as opposed to the usual concrete walls or mirrored glass—which allow visual communication between the street and the interior space. There is on-street parking and no open lots that simply dump into the streets. There are no driveways; in other words, there is nothing to interrupt the flow of people. The street space is clearly defined by a continuous building wall, while none of the buildings is too tall.

ZIMMERMAN: If we can choose what elements we want in this space, with an eye toward fostering healthy public interaction, I would like to create a place for a public garden. In many cities, they have a wonderful effect.

FLEMING: That's good. Participation in a mutual project can create a sense of proprietorship, like the old proprietors of the New England greens.

HITT: What other elements or edifices might you want to see on the square? The old public squares had a series of activities and tasks that prompted various public interactions: anything from the old state militias drilling on the green to religious services to markets alive with bargaining to public hangings. Now our state militias have been replaced by a standing army; modern shopping has eliminated bargaining, and our executions are performed far from the

t at odd hours. All activities have *moved* elsewhere. Might there be other functions or tasks—more appropriate to *our* time—that we could situate on our square that might serve to reintroduce the public to itself?

ZIMMERMAN: Along with a garden, what about a recycling center?

"HOW CAN WE CREATE SPACES THAT ARE LIKE BEGINNINGS IN A NOVEL AND THAT PEOPLE WILL GRADUALLY DEVELOP THROUGH USE AND TAKE OVER?"

FLEMING: I think you're on to something, Elyn. I don't think many people, especially politicians, realize just how much the environmental issue has seized the imagination of the next generation. It's their issue, their mission. But where are these recycling places? You never see them. It may be worth thinking about didactic missions for such a square.

Public art might also assist in this mission. Environmental works might stimulate a new awareness of the fragility of the world, and we could encourage artists and craftsmen in the making of pavements, benches, trash cans, streetlights, and gates—elements that are neglected by cities that seem to buy them from the same catalogue. If we wish to promote a sense of proprietorship, then we must nourish actions that express care for the green. I want us to create the equivalent of those wonderful animated clocks whose rotating figures and glockenspiels not only tell the time but spin a common narrative that the entire population can understand. Our version could tell tales about our places and about our environment. Ultimately, new designs should create things that another generation of preservationists will fight to save.

PLATER-ZYBERK: Some things work against you in a public square. Shopping, for example, doesn't generally work well in a wide open space. For some reason, we prefer to stroll down streets when we shop. But I was thinking that there may be one building that could help create a public life and be good public policy as well. I am thinking about a school. In most cities schools have come to symbolize bankruptcy. Today, they are not about revival or youth but about handwringing. So as mayor, build a school and declare as your policy something quite idealistic and inspirational: that no student will graduate without knowing how to read and write. This is something everybody can get behind. We may not have an autocrat to act as a goad in public life, but we do have, from time to time, an enraged citizenry.

ZIMMERMAN: What about a day-care center? Few things prompt as much amiable public exchange as children.

PLATER-ZYBERK: Another one is a post office.

SENNETT: Diversity creates a number of novel problems, and we don't face them. The classic ideal of a public space was that it was a place of truth. It was where people understood other people in society by talking to them. Too often, when we think about public spaces, we limit our thinking to the consideration of amenities. And in doing so, we narrow the concept of "public" considerably. I think it's an unworthy aim to fill up a public space with yuppies.

HITT: Wait a minute. As mayor, I was attempting to promote racial interaction, but now I am accused of calling in the yuppies?

WINES: Richard is right. It may not be your intention, but it will be your result.

SENNETT: The problem is that public space is often thought of as a place where those parts of America that don't talk to one another ought to. Yet in much modern planning, we often wind up with an ersatz parade of our social, and, in particular, our ethnic, differences—as New York did with the South Street Seaport.

PLATER-ZYBERK: I am not certain people will talk to one another, Richard. The important thing is that people might be in the same place together.

SENNETT: So you've given up on that old project of urbanism?

PLATER-ZYBERK: Not yet. Let me lay out one scenario. This is an idealistic diagram, and it can be attacked from all sides. Let's admit the diversity of people and admit that identifiable neighborhoods are meaningful, maybe even vital, to these different groups. Let's admit that there are going to be yuppie neighborhoods, poor neighborhoods, black and white and Chicano neighborhoods.

HITT: That's the way it happens, despite our best efforts.

PLATER-ZYBERK: And in the central place of this city is a square, a green, a civic place that serves as the living room to all these bedrooms. Perhaps it is in front of the city hall or the local school, and it is a place that is not fenced off.

SENNETT: This is Jim's classic Mediterranean square.

PLATER-ZYBERK: And this one place is a psychological focus, a visual focus, a memory focus, and occasionally a functional focus for everybody. So we actually grant each group its own identity in its own neighborhood, a place of security in which people can relate to one another on common ground—your square. It's the anti-melting pot theory.

WINES: It's a beautiful idea. But once you admit the diversity, what occasion can serve to express the common denominator?

PLATER-ZYBERK: Maybe it's something like Philadelphia's Mummers Parade. That was begun after years of killings among the city's different groups on New Year's Eve. So the city called the parade into existence about a hundred years ago in order to create an activity that required a common purpose while still expressing neighborhood differences.

FLEMING: And it's so symbolic. The parade comes out of the ethnic neighborhoods of South Philadelphia right up Broad Street to City Hall, passing the Union League, which was once the center of Republican power. The members can still stand on the clubhouse balcony above the marchers, savor their fish house punch, and celebrate their foresight and liberality.

SENNETT: I don't think you can stage public life just symbolically. Nelson Rockefeller tried to decree a public life in Albany with the design of the civic mall he constructed there. It didn't work. Again, think of the coffeehouses of eighteenth-century London. Those public interactions served a certain purpose; they were functional. My own theory about this is that the state has taken over a lot of the functions of coordination that were once carried out by social means in these older, *ancien régime* cities.

FLEMING: You may be romanticizing them a bit. There was diversity, but the very best coffeehouses became the most select clubs in London—White's, Brooks's, and Boodle's—and they still are. There's not too much diversity there, but they did serve the function of coordinating the lives of the ruling class.

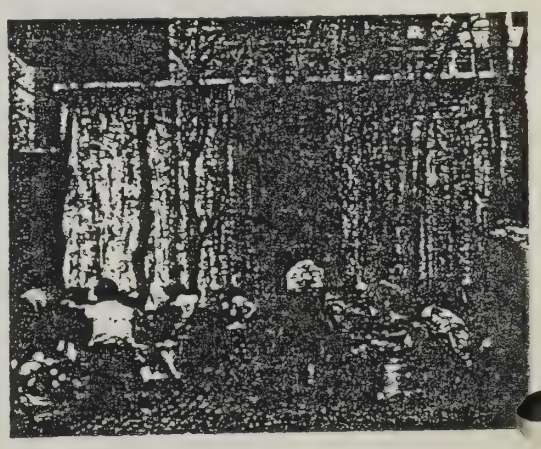
HITT: Well, the question is, is there some function, some social activity, that allows us to ignore our differences and realize our commonality?

PLATER-ZYBERK: Certainly commerce and walking—and not driving—from one place to another brings us into contact. But you might also think about sports, about building a stadium either in your public square or at least in the center of town.

HITT: In the same way that the Romans located the Colosseum in the heart of the city?

PLATER-ZYBERK: Yes. Stadiums are great public spaces. They have both sky boxes and peanut galleries, but everybody's there. The fact is, sports is one of the few public activities that do generate a certain unity—rallying behind a common team. Yet stadiums are often located at the edge of town, where they hold little symbolic value for the city. Indianapolis has a stadium just off its center square, and Baltimore is building its baseball stadium in the heart of the city. Think of Wrigley Field in Chicago.

SENNETT: Urbanists might try to learn from modern artists who have experimented with notions of fragmentation and indeterminacy: How can we create spaces that are like beginnings in a novel and that people will gradually develop through use and take over? I recently completed a study of spaces in midtown Manhattan to find out why Philip Johnson's space at the base of the AT&T building failed while little pocket spaces like Paley Park are full of people. The difference has to do with the sense that the place can be altered through use. Successful spaces prompt people to believe that something's possible there, that the space is not complete and that they are invited to complete it.



Paley Park, midtown Manhattan

ZIMMERMAN: Our laws partly prevent that from happening, but also we are trained to think that we must *solve* problems in the public space. And I think you are right, it's not about solutions but about—

SENNETT: —arousal?

ZIMMERMAN: Yes, expression.

HITT: I spoke to the urbanist William H. Whyte in preparation for this discussion. I asked him what he might do to design a public square that attempted to solve some of these contemporary problems. And he said, without missing a beat, "Just put some chairs out and you'll be fine." I think he was getting at what you are talking about, Richard. In his book *City*, Whyte contends that a fixed bench can ruin a square, because it doesn't allow people to "claim" a place to sit. The chair, on the other hand, does. That tiny scrape, that slight tug we all make just before we sit, Whyte said, is a primitive act of laying claim to the turf.

WINES: That's exactly the opposite of good public

Photograph from The Bettmann Archive

space. You don't go far enough. Don't define where people are supposed to sit at all. Instead, create situations where they say, "Hey, that would be a great place to sit." Don't define anything as a chair or a bench.

HITT: Jim, I think you and Whyte agree. Whyte argues that chairs are especially important for encounters of more than two. People want to triangulate themselves so that each person is an equal member of the action. No one can enjoy a group conversation when everyone has to sit in a line.

WINES: The bench is simply the old Puritanism of this country asserting itself. It's the sit-'em-where-they're-supposed-to-sit school of public space. The chair is not much better.

FLEMING: You simply want flexibility in your space.

WINES: The great thing about the squares of Venice, for example, is that you can sit anywhere. You can sit at the base of a column, on the side of a building, on the pavement. The place is designed to allow you to make seats, to create places for interactions. True democracy in the public square is a place with no benches.

SENNETT: To give you another example of how this works: the Vietnam Veterans Memorial in Washington. The reason that space affects so many people is its curious incompleteness of form. The visitor fills in the meaning of the names, sensing more and more the gravity of war while walking the monument. It isn't a complete, immediate experience. Instead, it invites participation.



Vietnam Veterans Memorial, Washington, D.C.

PLATER-ZYBERK: Richard, I disagree. I think our public space suffers from too much fragmentation and incompleteness. And I think that the Vietnam Veterans Memorial succeeds not because of its incompleteness but because of its wholeness. In a sense, it's almost premodern.

FLEMING: That's right. I remember that the veterans' organizations insisted that the content, the list of all the names, be part of the monument. And the modernist critics never picked up on that. It's seeing the reflection of your own face through the names on the shiny black surface that makes the monument so moving. It's about unity and wholeness.

PLATER-ZYBERK: Those are premodern concepts that were once very important to cities. That's why I think that the sense we all have that cities are dysfunctional owes its origin to the formal fragmentation of the twentieth century.

WINES: It goes back further than Modernism. Industrialization has caused this, the sense that you must go from work to home as quickly as possible without any diversity interrupting your travel. The trip from work space to home was about duty. Regimentation has brought us to this point. I agree with Richard. Incompleteness encourages participation.

FLEMING: Jim, aren't we fragmented enough as a culture without building disintegration into our environment? To celebrate it, I think, is folly. For most of us, what we want from a public life is not more celebration of our differences but a discovery of our similarities, something that provides some sense of comfort and security.

PLATER-ZYBERK: Perhaps our disagreement this evening originates in the kinds of cities we are talking about. Some of you are talking about cities that are older, such as New York, which was built primarily in the nineteenth century, and the look and spaces of the city reflect the unifying goals of the architecture of that time. So maybe you feel that you need to introduce some diversity, some exaggerated sense of difference into the place. But for many American cities—Houston, Los Angeles, and Miami, where I live—most of the development occurred in the twentieth century under the influence of the automobile and modernist theory. We begin with no continuous urban fabric, no defined street space, no Fifth Avenue whose character is maintained by a strict street code. So we are constantly searching for that space that has a defined character specific to the place. Our cities *come* fragmented, our populations come diverse. What we long for in the design of our public space and in the character of our public life is not fragmentation and difference but a sense of what we have in common while knowing our difference—a sense of wholeness.

You know, the city was created for three reasons: security, commerce, and communication. We no longer gather inside city walls with our neighbors for security from enemy camps. Now we are concerned about security *from* our neighbors. Yet we still need to come together in commerce, for subsistence, if nothing else, and we still desire the culture that derives from human interaction. In a fundamental way, we are not much different from the earliest city builders. We have the same sense of dimension, same physical needs, same ability to walk only so far. There's no reason we cannot decide to design cities with intentional spaces, even—and I believe this is the first time any of us has used this word—*beautiful* spaces. ■

Photograph from UPI / Bettmann Newsphotos

Christopherson smells victory in Munro's riding

By Roseanne Bonnano
Staff Writer

Alderman David Christopherson didn't have much trouble getting the NDP's permission to carry their provincial flag in Hamilton Centre recently.

He got the nomination by acclamation.

And while that exercise didn't require too much effort, he doesn't think the job of unseating incumbent Liberal MPP Lily Munro will cause him much stress in an upcoming provincial election.

In fact, he actually smells victory in the air.

For weeks Mr. Christopherson has said he thinks Ms. Munro is "vulnerable." He cited her demotion from Premier David Peterson's cabinet in last August's mini-cabinet shuffle.

Ms. Munro had been the government's citizenship and culture minister before she was implicated in the Patricia Starr affair.

While Ms. Munro took the disappointment in stride, NDP strategists note her image and status diminished as a result.

And that gives New Democrats hopes of at least giving Ms. Munro a run for her money on the campaign trail.

Government blamed

Mr. Christopherson, who was careful to avoid any personality clashes, focussed most of his political criticisms at the Peterson government.

"There are a lot of issues that matter to the residents in Hamilton Centre that were not fully addressed by the Liberal party. These are issues like the Patti Starr scandal, the current development industry, and the Liberal's no-fault auto insurance legislation," he said.

The latter is an indirect slap at Ms. Munro, who was a member of the government's all-party committee which held public hearings into the proposed auto insurance legislation and made recommendations to the government.

Ms. Munro supported the final legislation.

Another reason for Mr. Christopherson's confidence at wrestling the political reigns away from Ms. Munro is that the riding has a strong working-class background, fertile ground for New Democrats.

Yet the riding isn't NDP territory by tradition. It was home to Sheila Copps before she represented Hamilton East as a Liberal MP.

Undeterred, Mr. Christopherson said the party's biggest election issues are the quality of Ontario health care, with recent government cutbacks, and the environment.

He said the Liberals overlooked many important environmental issues, like Hamilton's outdated sewer systems, which, he added, is going to cost the city millions of dollars to restore.

"With the coziness of the Liberals and the development industry, one has the right to question their priorities. Are they concerned about the environment and implementing effective sewage purification or are they concerned about getting new services to develop new land?," he asked.

Riding issues

In a word, the NDP's election strategy is "when," said Mr. Christopherson.

"We're going to take the issues of the day to the Hamilton people and ask them if their local MPP is representing them on those issues. We'll ask the public if they think the Liberals are representing their interests and I'm sure the Liberal party will fall short," he said.

Born and raised in Hamilton Centre, Mr. Christopherson feels the most qualified to represent the riding, which covers the city from Gage Avenue, west to Queen Street and from the Hamilton Harbor to the escarpment.

During his first term on council, the alderman served as chairman of the central area plan implementation committee (CAPIC). The long-range function of the committee is to develop downtown Hamilton and the surrounding areas.

Mr. Christopherson said he feels in touch with his riding primarily because of his involvement with CAPIC.

"It's a citizens committee with many area volunteers. Its emphasis is that Hamilton is a people place where people feel a part of their environment, not in competition with it. Because of that CAPIC has many insights into the needs of people and the long term needs of the business community," he said.



PETER HALL'S

PLANNING WORLD

The Great Nordic Toll Plaza

Britain almost invented road pricing. To be pedantic: Alan Walters, later Mrs Thatcher's controversial economic adviser, floated the idea in 1954, two years after America's James Buchanan. But it was the British Smeed report in 1964 that first gave it an official imprimatur. And a decade after that, the GLC narrowly funked the chance to give London the world's first experiment in pricing congested roadspace.

Singapore seized the chance: as amused Singapore officials once told me at a conference, their supplementary licencing scheme, which was introduced in 1975 and has worked well ever since, was faithfully modelled on that defunct GLC plan. Since then, other cities have debated and dithered over pricing. In London, despite huge pressure, the Government seems to have suffered yet another attack of political cold feet.

The excuse is always the same: good idea it may be, but you can't do it in a democracy. Lee Kuan Yew can order it, but in Britain the voters wouldn't stand for it. The problem is that this excuse has just ceased to wash. For one impeccable European democracy has just begun, quietly and unobtrusively, to price the roads of its capital city. And another, its neighbour, looks all set to do so next New Year's Day.

Oslo's success

Oslo introduced road pricing on February 1 this year. All motorists coming in to the inner city, whether they want to stay there or go through, have to pass a toll plaza – there are 18 in all, at a distance of about three miles from the city hall – and pay a toll equivalent to£1. They can choose, if they wish, a regular subscription for unlimited entry: £22 a month, £220 a year. Trucks pay £2. Any car without a permit can have its registration number automatically photographed, and a £25 fine will result. People living inside the toll ring still travel free – unless they leave the city, as many do at the weekend, when they too must pay on return.

The media forecast chaos. In fact there was none. 240,000 vehicles a day are coming through the toll plazas, 100,000 of them regular subscribers. For the first month, car traffic fell while use of public transport rose. Then, to everyone's surprise, traffic patterns reverted to pre-toll days. Oslo's road pricing scheme is thus collecting plenty of revenue – an estimated £60 million a year – but it has not deterred motorists.

That does not worry Thorleif Haug, administrative director of the public company set up to run the scheme, because oddly enough the aim of the Oslo scheme is not to restrain traffic: it is to raise enough earmarked revenue over a 15-year period so that the company can build a new highway system. The first part, a one-mile motorway tunnel under Oslo's city centre, opened early this year. Many of the toll-paying motorists go almost immediately into the tunnel, so that they can see they are getting value for money.

That reflects Oslo's basic problem, which is different from London's (or Birmingham's, or Manchester's). Mountain and water barriers cause much of Norway's traffic to converge on the city. Oslo has no M25, and hardly any possibility of building one. So the Oslo tunnel is the equivalent. Because of its astronomic cost, road pricing could be sold to the citizenry in what they call the 'Oslo package'. The idea is that, after 15 years, the tolls will come off. It's anyone's guess, of course, as to whether that will happen.

Traffic restraint

Meanwhile, the question remains: could the scheme also be used to restrain traffic? Could it become a real road pricing system, which charged motorists according to the amount of congestion? The answer is: technically, yes. At the end of this year, Oslo will introduce automatic vehicle recording. Each vehicle will carry a piece of plastic, measuring about four inches by one inch, clipped behind the driver's mirror. It will transmit a unique identification number to antennae at the toll plaza. This technology will be used to bill subscribers monthly according to their use of the system, if they prefer it. But it could also be used to vary the tolls by time of day – that is, according to the degree of congestion.

The problem here is as usual not technical, but political. The present scheme was introduced under an old law which allows tolls for expensive bridges or tunnels, rather like our Severn Bridge and Dartford Tunnel. Because restraint was not the original objective, it would need new legislation. So it is not at all clear, presently, whether Oslo will get variable charging.

Environmental impact

Over in Stockholm, they are poised to introduce road pricing at the start of next year. But they are coming at it from a quite different direction. The scheme has been developed by the city's significantly-titled Environment and Traffic Division. Their aim is avowedly to restrain the city's traffic, mainly for environmental reasons.

Visiting Stockholm, you can see their point. This wonderfully-located city on the water, still a world model for its land use and transport planning policies, has become a gridlocked nightmare: a mini-London. During the last decade, city traffic has risen 32 per cent. Traffic is at a virtual standstill for much of the day.

The staid Swedes, once Europe's most exemplary drivers, have begun to behave like Neopolitans. But the problem is not just the frustration and waste of time. It is also environmental impact. Cars account for 99 per cent of the city's carbon monoxide emissions, 90 per cent of the hydrocarbons, 65 per cent of the nitrous oxide.

Ingemar Josefsson, vice-mayor of the Environment and Traffic Division, recalls that they have tried everything: limiting parking spaces, jacking up the charges, bus and taxi lanes. Nothing has proved effective. Hence the drastic decision to introduce pricing. After a major review of alternatives, four of the city council's six political parties have compromised on a single system.

Financial incentives

It is a variant on Singapore. It will apply to the inner city: the densely-built area extending about a mile in any direction from Stockholm's City Hall and containing some 250,000 residents and all the central workplaces. Between 7 in the morning and 6 in the evening (4 on Fridays), anyone driving here – resident and commuter alike – will have to pay a fee of £2.50 a day or £30 a month. The monthly fee will include a travel card to go anywhere by public transport, which currently costs £22.50 a month. Josefsson hopes that this will represent a further incentive to shift to buses and underground.

Stockholm considered an electronic system exactly like the one Oslo will shortly introduce, but decided to postpone a decision for another couple of years or so. The reason was cost. The plastic transmitters currently cost about £33 each. A competitor threatens to make them for £10; in no time, Josefsson thinks, the cost could fall even further.

As in Oslo, the decision did not come easily. For ten years, the predominant Social Democratic group opposed road pricing on the grounds that it penalised poor people. This is precisely the same objection now cited by Britain's Labour Party. But finally, in Stockholm, the environmental arguments won out.

So, one hopes, they will in London. The only question must be: if it took a decade for the Swedish krona to drop, how much longer for the British penny?

Peter Hall is Director of the Institute of Urban and Regional Development, University of California, Berkeley.

Corporation of the City of Hamilton

Memorandum

****

TO: Mayor Robert M. Morrow

YOUR FILE:

DG

FROM: Mrs. Lynn Dale, Acting Secretary
Planning and Development Committee

OUR FILE:
PHONE: 546-2728

SUBJECT: **AD HOC COMMITTEE - COMMONWEALTH SQUARE SUMMERS LANE**

DATE: 1990 August 01

Subjoined for your information and appropriate action please find a copy of Item 11 of the **THIRTEENTH** Report of the Planning and Development Committee which was adopted by City Council at its meeting held Tuesday, 1990 July 31.

Would you please take the necessary steps to execute the directions of City Council with respect to this item.

T Agnello
per L Dale

cc: City Council Members
Chairman and Members,
Planning and Development Committee
Mr. Gabe Macaluso, Managing Director/C.E.O. H.E.C.F.I.
[redacted]
Mrs. G. Pacey, Secretary, DAP Committee
Secretary, Arts Advisory Sub-Committee
Secretary, Crystal Palace Sub-Committee
Mr. Robert F. Swain, Director, Art Gallery of Hamilton
Mr. Keith Rielly, Director, Hamilton Board of Education
Mr. A. Georgieff, Director of Local Planning

11. (a) That an Ad Hoc Committee of the Planning and Development Committee be established to review and co-ordinate the entire issue respecting the future use of Commonwealth Square and Summers Lane.

(b) That the Ad Hoc Committee be comprised of the Mayor, Chairman and members of the Planning and Development Committee, members of City Council, appropriate City and Regional staff, and that the following interested parties be invited to participate on the Ad Hoc Committee: H.E.C.F.I., C.A.P.I.C., Downtown Action Plan Committee, Crystal Palace Sub-Committee, Arts Advisory Sub-Committee, the Art Gallery, the Board of Education and others as required.

Downtown best for Crystal Palace: report

By ERIC McGUINNESS
The Spectator

THE RAISED plaza across from Hamilton city hall is being proposed as the site of a $6-million floral showcase inspired by memories of a 19th-century Crystal Palace in Victoria Park.

Consultants say the best place to build is on Commonwealth Square, the concrete roof of the parking garage serving Hamilton Place, the Hamilton Convention Centre and the Art Gallery of Hamilton.

In a report being considered by a citizens' committee today, the consultants say the 1.2-hectare (three-acre) plaza is big enough for both the Crystal Palace and an expansion of the art gallery.

They suggest linking the projects in a way that would give the gallery a major, new entrance on Main Street in place of the present parking-level entry near King Street.

The report says the two attractions could share a restaurant, and that the convention centre might also be interested in sharing facilities.

"The introduction of the Crystal Palace on the square would contribute positively to the quality and identity of all the neighbors, as well as providing for better use of the remaining outdoor open space," it says.

Ernie Seager, chairman of the Crystal Palace subcommittee, envisions the new building as a downtown landmark, a soaring glass structure that would contrast with the brick and concrete around it.

If the site is approved by the citizens' committee, and later city council, Mr. Seager is expected to recommend staging a competition to come up with a suitable design.

The idea of a modern Crystal Palace has been discussed for six or eight years, since organizers of Hamilton's annual mum show in Gage Park began looking for a way to better accommodate thousands of visitors.

Plans to make it the focus of a new waterfront park were dropped last year because of delays due to the discovery of contaminated fill on the bayfront site near the foot of Bay Street.

The concept involves a year-round horticultural display, punctuated by the fall mum show and at least two other special events. Proponents say it would be a year-round tourist draw and a place for civic receptions.

The new report results from a year-long, $40,000 study that looked at 12 possible sites and picked four as the best candidates — Gage Park, Confederation Park, the still-undeveloped T.B. McQuesten Park on the Mountain and Commonwealth Square.

In favoring the site opposite city hall, the consultants say "this prime, downtown land offers the best opportunity to establish the Crystal Palace as a highly visible cultural symbol of the city."

McQuesten Park, intended to be the Mountain equivalent of Gage Park, is identified as the second choice, with Gage Park third and Confederation Park in last place.

Greenhouse would 'focus' downtown

By ERIC McGUINNESS
The Spectator

A FANCY greenhouse on Commonwealth Square would be a boost to the city core, says the chairman of the board of the Art Gallery of Hamilton, which is next to the proposed Crystal Palace site.

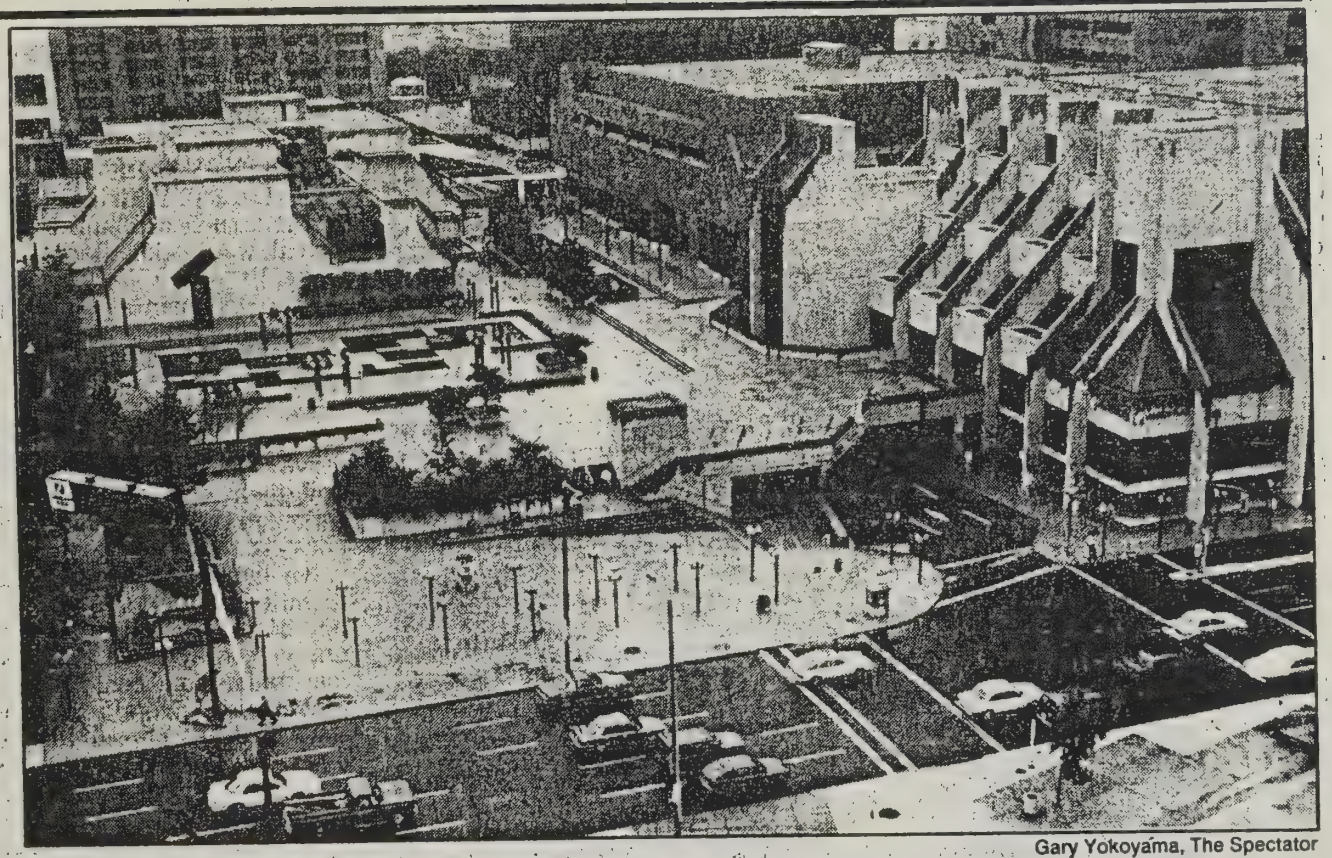
"This helps centre and bring a focal point to the downtown area; it helps keep the downtown healthy," Jordan Livingston said yesterday as a group planning the $6-million floral showcase agreed it should go on the raised plaza across Main Street from city hall.

"What city hall faces is rather sad," said Mr. Livingston, who owns a fur store downtown. "It's not quite a wasteland, but is certainly underused and has great potential to draw people downtown."

Mr. Livingston said the gallery board was interested in co-ordinating plans for a gallery expansion with plans for the Crystal Palace.

Ernie Seager, chairman of the Crystal Palace subcommittee, called the plaza "useless, completely unproductive space."

"Unless we act," he said, "it will remain barren, except for vandals, skateboards and gulls. Eventually, it must be developed to encourage badly needed tourism and to complement and support the art gallery, convention centre and Hamilton Place."



Gary Yokoyama, The Spectator

Commonwealth Square, west of Hamilton Place, is the proposed site for a new Crystal Palace.

While subcommittee members unanimously endorsed the location recommended in a report by Baird/Sampson Architects of Toronto, they decided to call a public meeting, probably in September, before seeking city council approval.

They also asked the consultant to develop more precise cost estimates and to consult further with the gallery, the Hamilton Board of Education and Hamilton Entertainment and Convention Facilities Inc.

The idea of staging a design competition will also be studied further before a decision is made.

Alan Patterson, director of the Royal Botanical Gardens, said some form of competition is desirable, but it's also essential to have a designer who understands what it takes to grow plants.

"We've seen around the country too many frightfully grand and beautiful buildings that don't work for growing plants. And here it has to meet the needs of the art gallery and HECFI as well."

The Crystal Palace, taking its name from a building that once stood in Victoria Park, is to house Hamilton's fall chrysanthemum show and at least two other major horticultural exhibits each year.

Alderman Geraldine Copps warned the subcommittee to organize its own fundraising because council is under pressure to limit spending.

Spectator July 21, 1995

Spectator July 25/90

Blooming good idea

Garden under glass

It's a dandy idea — a greenhouse of palace proportions replacing the concrete vista across Main Street from Hamilton city hall. The city's Crystal Palace subcommittee recommends placing the year-round, under-glass flower show on that spot, Commonwealth Square. There's no better place.

The politics of the thing ought to appeal to the city council. First, there's Hamilton's generations-long love affair with gardens. The city's magnificent park system and the Royal Botanical Gardens, not excelled on this continent, testify that Hamiltonians do indeed like things green and pretty. (Some politicians may recall the public reaction to the unfortunate attempt to turn Gore Park into an oasis of concrete.)

Second, there's no question that a grand gallery of flowers and shrubbery, blooming 12 months a year in the middle of downtown, would be a glorious tourist attraction — unique as Toronto's celebrated CN Tower and many times more beautiful. (*"Visit downtown Hamilton, where summer lasts all year."*)

Third, a permanent garden, growing and blooming in an ever-changing spectacle, would give downtown Hamilton a centrepiece like no other in Canada, to add new life to the weekends and evenings, bringing customers to the stores, restaurants, saloons, theatres and art gallery.

Fourth, valuable downtown space, now barren and idle, would become useful and aesthetically appealing.

And what a delight it would be for local folk to escape into three acres of bright greenery in the grim, grey months of winter. Cheaper and quicker than a trip to Florida.

The estimated $6-million price shouldn't scare the politicians. It shouldn't be difficult to raise at least one fifth of the money by public subscription. With a solid demonstration of public support, the city council would be well armed to go hunting for matching grants from the province and Ottawa.

Senior governments would be justified in helping build the Crystal Palace in downtown Hamilton. The concept is worthy of provincial and national stature. With Hamilton's very visible expertise in parks, the people in Queen's Park and Ottawa — as well as the people in the neighborhood — should know any garden planted in Hamilton will be a botanical masterpiece.

Hamilton Journal
August 1, 1990

Kiss backs Crystal Palace concept 100%

Attempts by the City of Hamilton to develop a Crystal Palace concept downtown sits fine with Alderman Mary Kiss.

Recently the city established a special committee to study the scheme — which includes a floral and amusement area — along with input from the central downtown business improvement area and Hamilton Art Gallery officials.

And Mrs. Kiss, a member of the committee, said it will be her pleasure to serve and recommend a suitable location.

It has been suggested the Commonwealth Square area, on the upper level of the Art Gallery building, would be suitable for a Crystal Palace operation.

To criticism that such a scheme would add to the over-intensification of downtown activity, Mrs. Kiss disagrees.

"No way. If the palace is glass-covered, and a year-round operation, it not only adds to the community as a tourism drawing card but is totally accessible to taxpayers," she said.

Mrs. Kiss said the city has put aside some funding toward a palace idea and is fully aware a major fundraising drive would have to be held involving both provincial and federal governments.

"Personally, I like the Commonwealth Square site for a year-round gardens and will work hard to make this project — wherever it is located downtown — a reali-

Local politicians delighted at TH&B conversion

By Stephen J. Cook
Editor

The transport minister's announcement that the province will convert the downtown TH&B railway station into a multi-use GO Transit station delights local aldermen.

"There must be a provincial election going on," quipped Alderman Brian Hinkley when he heard the news from Transport Minister William Wrye.

The minister has announced he will launch a feasibility study into how best to convert the 1930s building into a modern terminal. The news comes just one month prior to the Sept. 6 election.

Alderman Dominic Agostino, who fought hard last year to have Go Transit operate out of the CN Terminal in the city's North End instead of using the TH&B site, said he, too, was pleased with the minister's announcement.

"This is the first step to GO service. I'll take this news anytime as well as any other announcements that might come along," he said.

Regional council eventually voted to favor the TH&B building for a Go station as a means of stimulating the downtown core.

Mr. Agostino had argued that if any area needed stimulating it was the North End.

Plans call for the Go Transit service in Hamilton to be moved from the CN Rail line to the CP line, ending at the downtown TH&B site.

The city's existing bus terminal, now located at Rebecca Street, will also be moved to the TH&B site, integrating GO Transit and Hamilton Street Railway services in the downtown.

Rehabilitation of the station will assist development in downtown Hamilton, "providing a lifeline that will enable the city to achieve its full potential as a dynamic business centre," said Mr. Wrye.

The rehabilitation is part of the province's planned expansion of GO service in the Burlington-Hamilton corridor.

Track work is already underway to extend all-day GO train service from Oakville to the Fairview station in Burlington.

That service is expected to begin in 1992.

The expansion also includes a proposed new Aldershot Go station at Waterdown Road near Highway 403 in Halton.

That plan has to undergo environmental assessment hearings this fall.

The Aldershot line is expected to be operating in 1992.

The Hamilton firm of C.C. Parker&Consultants are carrying out a $250,000 study to determine the best way to convert the TH&B building while this project approaches the end of the environmental approval process.

THE SPECTATOR D

Monday, August 13, 1990

Zoning waived for retirement complex block

By ERIC McGUINNESS
The Spectator

PLANS FOR a retirement complex occupying an entire block in downtown Hamilton are to be unveiled tomorrow by Martino Nursing Centres Ltd. and its parent company, Royalcrest Lifecare Group Inc.

The city's committee of adjustment has agreed to waive several zoning-bylaw requirements so the project can be built on the block bounded by King William, Rebecca, Catharine and Mary streets, just west of the central police station.

The complex will incorporate the 65-bed Townsview retirement home on Catharine Street and the 170-bed Brownstone nursing home on Mary Street. A six-storey office and retail building will be added, along with 160 retirement-home beds and 47 nursing-home beds, for a total capacity of 432 residents.

The Colonial Tavern on Mary at Rebecca will be demolished.

A price tag of $40 million has been mentioned at city hall, but company officials won't comment on the cost before tomorrow's presentation to the Hamilton-Wentworth economic development and planning committee.

Although a roof garden on the existing Townsview building is to be expanded, the region's social services department suggests more open green space be provided on the site.

In backing the company's application for relief from building-setback and parking requirements, the planning department said it was desirable to see a comprehensive development of the whole block.

Drawings shown to the committee of adjustment indicate the Townsview retirement building will gain a 65-bed addition to the east, along Rebecca, and a glass-roofed dining area on the south side, linking it to a new 85-bed retirement building on Catharine.

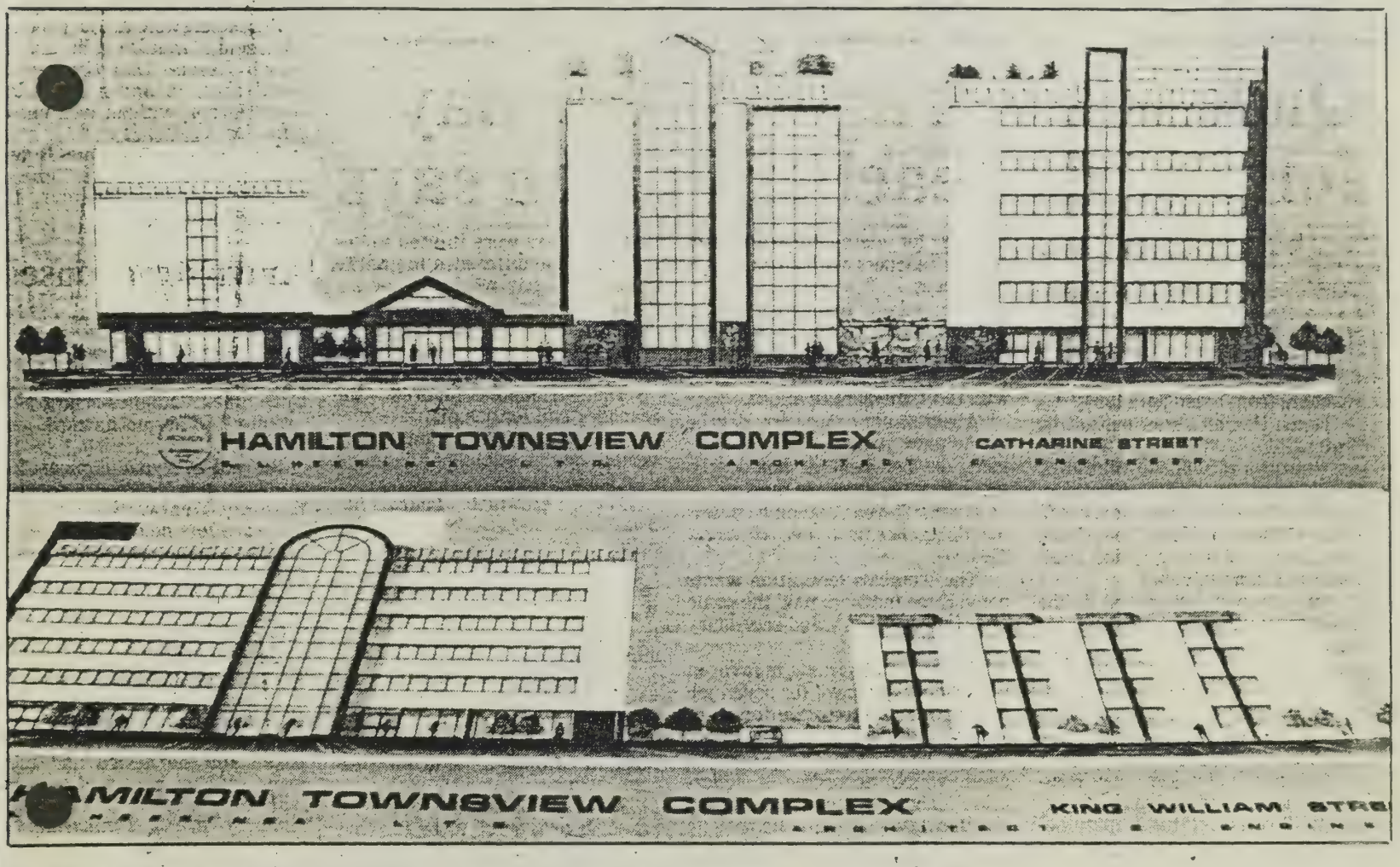
The Brownstone will be connected to the Townsview and an office building, with stores on the ground floor, will go up on the corner of King William and Catharine.

The centre of the block will become a landscaped courtyard and forty-five underground parking spaces will be added to the 24 now beneath the nursing home.

The outside of the present buildings will be re-surfaced to match the new construction, slated to begin next month.

Some of the added nursing-home beds will be transferred from Proctor Manor Nursing Home, a 37-bed Proctor Boulevard facility recently purchased by Martino.

Spectator August 15, 1990



This is the architect's conceptual drawing of the Townsview complex.

Seniors' complex wins kudos of planners

LARGER INSTITUTIONS for the elderly aren't necessarily cold and impersonal, claims the builder of a huge project in downtown Hamilton.

"There aren't any bogeymen in the larger institutions," Al Martino, president of Royalcrest Lifecare Group Inc., said yesterday after a presentation to Hamilton-Wentworth's economic development and planning committee.

Townsview Complex is a $33-million project that will house 432 elderly. It will incorporate the 65-bed Townsview retirement home on Catharine Street and the 170-bed Brownstone nursing home on Mary Street, and occupy the entire block bounded by King William and Rebecca streets.

Mr. Martino's project has been termed too large, by some relatives of residents of the Proctor Manor Nursing Home, whose parents will be transferred to the new project after Royalcrest buys the home Dec. 31. They fear the friendly atmosphere of the 23-bed home will be lost in the big institution.

But Mr. Martino and development co-ordinator Carol Lechner said most seniors are delighted with the plans, because it houses many services under one roof. Some couples that are now apart because one partner needs a different level of care, will be brought closer because the project encompasses both retirement apartments and nursing care beds.

Generous lifestyle

"The seniors look at it as a very, very, valuable aspect," Mr. Martino said.

The region's planning committee members had more accolades than questions about the project.

"This is a tremendous anchor in the city of Hamilton," said Henry Merling. Others complimented the company on its attention to detail and speed in getting the project together in only 18 months.

The 215-bed Townsview retirement complex will offer, a generous lifestyle for seniors, Ms Lechner said. It includes rooftop gardens, glass atrium dining room, a health spa, auditorium, beauty salon, bar, chapel, and lounges. The 217-bed Townsview Lifecare Centre for those needing nursing care will have similar amenities, she said.

As well, a six-storey building will house Royalcrest offices, pharmacy and drug store, restaurant, day-care centre, doctors offices, and two floors of rental space.

Construction is to begin in September with a completion date of late 1991. Retirement units will cost about $1,200 to $1,400 per month.

Mr. Martino said clients transferred from the Proctor home won't be in totally unfamiliar surroundings since staff from that facility will be hired for Townsview.

Hamilton's $70-m Eaton Centre opening Oct. 24

By Stephen J. Cook

Hamilton's fourth major retail mall, the downtown Eaton Centre, will formally open Oct. 24.

The $70-million project, which began in May 1989 after completion of the Eaton's department store next to Jackson Square, already has more than 65 per cent of its space leased.

John Dennis, a senior leasing official for Cadillac Fairview Corporation Ltd., said during a sneak preview of the property last week that most prospective tenants have signed 10-year leases, although smaller outlets have been allowed five-year terms.

About 125 retail stores are expected to set up shop in the centre. A credit union and the Toronto-Dominion Bank are on board, along with U.S.-based The Gap retail chain and Harry Rosen and Eddie Bauer.

Mr. Dennis said the mall should create 700 full- and part-time jobs. Eaton's department store already employs 500 people, he noted.

Special features of the mall are:

- Restaurants on the three Galleria levels;
- A 480-seat food court on a lower level under a conservatory dome;
- Direct connection with Jackson Square at the street level, and upper level access via Jackson Square's roof garden to nearby office towers;
- Adjacent parking for 825 vehicles.

Owned jointly by Eaton Properties Ltd. and Cadillac Fairview Corporation Ltd., the mall will be managed by Cadillac Fairview.

The firm already manages Centre, Eastgate and LimeRidge malls.

Ralph F. Champion, regional manager for Cadillac, said the mall will serve not only to stimulate the downtown area but complement existing services, such as the Hamilton Public Library and Jackson Square.

"You've got everything here, including a farmers' market," he said.

The former city hall clock will operate from a tower at the corner of York Boulevard and James Street North.

The clock with "add drama" to the building's exterior and provide a focal point for friends to meet, Mr. Dennis said.

14

CAPIC

1990 WORK PROGRAM

October 12	Planning Philosophies Sustainable Development Healthy cities Community Based Planning Public Participation
November 9	Central Area Plan Waterfront
December 14	Implementation Program

capic

CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

a Subcommittee of the Planning and Development Committee

c/o CITY HALL, 71 MAIN STREET WEST, HAMILTON, ONTARIO, L8N 3T4

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1990

NOTICE OF MEETING

Friday, October 12, 1990

9:00 a.m.

Room 233, Hamilton City Hall

URBAN MUNIC AL
GOVERNMENT DOCUMENTS

Miss Kathy Deiter
Urban Municipal Library
Hamilton Public Library
55 York Boulevard
Hamilton, Ontario
L8R 3K1

David Godley

David Godley, CAPIC Co-ordinator
(546-4229)

AGENDA

1. Chairperson's Remarks and Correspondence (Charles Forsyth).

2. Members' Reports (two minutes maximum).

3. Minutes of meeting held September 14, 1990 (attached).

4. Actions and Updates arising from the Minutes:

   a) The future of Commonwealth Square (Charles Forsyth).
   b) CAPIC's role as a co-ordinating body (Charles Forsyth).
   c) Mohawk Students' proposals for Ferguson Avenue (Charles Forsyth).
   d) Ferguson Avenue Study (Vladimir Matus).
   e) Pro-active roles for CAPIC (John Eyles).
   f) Royal Commission on the Future of the Toronto Waterfront (Al Little).
   g) Site Plan Control in the Central Area (Al Little).
   h) King Street pedestrian bridge access problems (Al Little).
   i) Pier 4 and Pier 8 Parks (Al Little).
   j) St. Mark's Church (Al Little).
   k) CAPIC membership and Chamber of Commerce representation on CAPIC (Al Little).
   l) CAPIC agendas to M.P.P.'s (David Godley).
   m) CBD Study Update (David Godley).

5. Central Business District Study
   a) + 15 Policies (David Godley and Vladimir Matus) - DISCUSSION.
   b) Building Envelopes (Vladimir Matus) - INFORMATION.
   c) Traffic and Pedestrian Analysis, Constraints and Opportunities for Hughson blocks (Dolores Beraldo) - DISCUSSION.
   d) Identity areas (Vladimir Matus) - DISCUSSION.

6. Pending items.

7. Information items.

8. Other business.

9. Next regular meeting - November 9, 1990 at 9:00 a.m.

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MINUTES

CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

City Hall, Room 233

Friday, September 14, 1990

MEMBERS ATTENDING

Charles Forsyth - Chairperson	First Place
William McCulloch	Alderman Ward 2
Arthur Lomax	Hamilton Automobile Club
Russell Elman	Durand Neighbourhood Association
Gloria DeSantis	Social Planning and Research Council
John Eyles	McMaster University
Kay Nolan	Separate School Board
Gil Simmons	North End Neighbourhoods
Ozzie Ferguson	United Senior Citizens of Ontario
Anne Stewart	Hamilton Board of Education

REGRETS

Helen Nemeth	Beasley Neighbourhood
Andrew Mackenzie	Hamilton and District Labour Council
Gabriel Etele	Downtown B.I.A.
Mark Boyak	Hamilton Real Estate Board
Bruce Rankin	Hamilton Society of Architects
Francois Roesch	Corktown/Stinson Neighbourhood

STAFF

David Godley (Co-ordinator)	Local Planning
Al Little (Secretary)	Local Planning
Vladimir Matus	Local Planning
Dolores Beraldo	Local Planning
Mary Domagala	Regional Planning
Luciano Piccioni	Regional Planning

1. Chairperson's Remarks

1. The Chairman called the meeting to order at 9:14 a.m.

2. The Chairman commented on an article in "Economist" magazine regarding the undertakings of Portland, Oregon in respect to transit and their waterfront.

3. The Hamilton Harbour Remedial Action Plan Visions Workshop, to be held at the Burlington Golf and Country Club on September 25th and 26th, was announced by the Chairman for those interested.

2. Member's Reports

4. Art Lomax questioned whether there would be CAPIC representation at the RAP Visions Workshop. Gil Simmons responded that she would be there as a stakeholder and would therefore be CAPIC's representative.

5. Russell Elman informed the Committee on the OMB's verbal decision to approved the Anglican Church's plans for the St. Mark's Church site. He also discussed the issue of the Royal Commission on the Future of the Toronto Waterfront Interim Report, the impact of the new NDP Provincial Government on High Speed Rail Service, and demolition control legislation.

6. Gil Simmons expressed concern over the possible reduction of library services in the North End Neighbourhoods and suggested discussions take place with the "money people". She also mentioned admirable initiatives of the Rotary Club in Goderich in regard to its waterfront.

7. Ozzie Ferguson announced a meeting of the Senior Citizens Council at Hill Park School.

8. Anne Stewart discussed the possibility of the Board of Education co-operating in the future underground parking/commercial development of the parking lot at the corner of King and Bay Streets. Bronte Harbour developments were applauded by Ms. Stewart and suggested as fine examples of what could be done with one's waterfront.

9. Gloria De Santis commented on the Perimeter Road and that there will be a Social Impact Study sent to the Social Planning and Research Council in this regard.

10. Kay Nolan pointed out that CAPIC's impact and influence is beginning to be recognized. In respect to Ferguson Avenue, she suggested that the study boundary be extended from Main Street to at least Hunter Street or the railway tracks. Alderman McCulloch said that the study will actually take in the whole area from Sam Lawrence Park to Eastwood Park and that development would be done in prioritized phases.

11. Charles Forsyth announced a September 14th meeting regarding the future of Commonwealth Square and that he would attend this meeting and report back to CAPIC.

(ACTION - Charles Forsyth)

3. Minutes of Meeting held June 15, 1990

12. The minutes were received and adopted as written.

4. Minutes of Meeting held June 26, 1990

13. The minutes were received and adopted as written.

5. Actions arising from the Minutes

14. **Item 5a):** Al Little confirmed that meeting dates and room bookings had been changed to the second Friday of each month.

15. **Item 5c):** Al Little confirmed that Central Area Plan and Waterfront Documents had been sent to the Royal Commission on the future of the Toronto Waterfront.

16. Russell Elman raised the issue of the Royal Commission's Interim Report. Gil Simmons responded that she had spoken with Deborah Williams of the Commission and that the report would be available in three or four days. The Hamilton situation had not been discussed.

17. Luc Piccioni of Regional Planning informed the Committee that a report had been sent to the Economic Development and Planning Committee regarding the investigation of the implications of petitioning the Royal Commission to include the Hamilton-Wentworth waterfront in its study area. A work plan is to be assembled and submitted to Regional Council.

18. Charles Forsyth suggested that someone should review all of the Royal Commission reports that have been issued to date. Interested parties should be brought together to review the implications as a unit instead of individually, and report to the Planning and Development and the Economic Development and Planning Committees.

19. Russell Elman commented that the study boundary is only one issue and that other concerns of the Region should be kept in mind. He also suggested that updates be requested and put on record.

20. Gil Simmons informed the Committee that a review of the Interim Report was in today's Globe and Mail.

21. Charles Forsyth questioned what the political implications (e.g. funding) may be on the Perimeter Road as a result of the Commission's comments on the Gardiner Expressway.

22. Russell Elman noted that there is a target date of 1993 for a waterfront trail from Burlington to Newcastle. He emphasized that the report contains only Royal Commission recommendations and that they would still be a long way from being realized.

23. Gil Simmons pointed out that only negative implications of the Crombie report are being discussed while positive implications should be addressed as well.

24. Charles Forsyth suggested that CAPIC should become very well informed on the Royal Commission study and be prepared to discuss several different options if and when the opportunity arises.

25. Luc Piccioni of Regional Planning offered to bring all of CAPIC's comments to the proper persons in Regional Planning.

26. **Item 5d):** Charles Forsyth discussed memorandums sent to Mayor Robert Morrow, Dr. Lily Munro, MPP, Alderman William McCulloch, and the Planning and Development Committee in regard to High-Speed Rail. Art Lomax and Russell Elman both suggested involving area MLA's, especially David Christopherson as being the newly elected MPP for the electoral district in which the Central Area is located. Charles Forsyth expressed concern that he was not sure if it was in CAPIC's mandate to report to Provincial politicians, but did not see a problem with sending agendas to the MPP's as information, highlighting Provincial matters that were of concern to CAPIC. David Godley is to look into the technicalities of this process.

(ACTION - David Godley)

27. **Item 5e):** David Godley discussed Site Plan Control in the Central Area. He stated that this had been approved by the Planning and Development Committee and City Council, and that it was now in the hands of the City Solicitor's Department in order to prepare the by-law. The by-law is expected to go to City Council on September 25 or October 9, 1990. He remarked that this is a great achievement for CAPIC as this implements one of the Central Area Plan policies. An update is to be provided at the next meeting.

(ACTION - Al Little)

28. **Item 5f):** John Eyles introduced his memo on pro-active roles for CAPIC. He stated that CAPIC's role is becoming more significant, concerns are diminishing, and that his paper is open for discussion.

29. It was moved, seconded and carried that John Eyles' memo be adopted in principal as a guideline policy document to formulate pro-active role for CAPIC.

30. Art Lomax expressed concern over point (iii) on the first page of the memo. He suggested that CAPIC shy away from sending information items to the Planning and Development Committee just for the sake of having CAPIC's name on the agenda. Letters and commentaries must be pertinent.

31. Russell Elman remarked that these guidelines would have to be amended and allowed to evolve.

32. John Eyles suggested a small group of members be formed to implement pro-active roles. It was decided that the group would consist of John Eyles as the Chairperson, Anne Stewart, Gil Simmons and Charles Forsyth. This group is to meet before the next CAPIC Meeting.

(ACTION - John Eyles)

33. **Item 5g):** It was decided that this item be tabled until the return of Alderman McCulloch from another meeting.

34. It was decided to discuss item 7 before item 6.

7. CBD Possible Areas of Improvement

35. Dolores Beraldo outlined the CBD Study Possible Areas of Improvement and opened the floor for discussion.

36. Art Lomax suggested that a list of these areas be forwarded as CAPIC'S recommendations.

37. David Godley informed the Committee that these areas would be going to the CBD Study for consideration. The next meeting of the CBD Study Technical Steering Committee is on September 20, 1990.

38. Russell Elman brought up the problem of accessibility to the King Street Pedestrian Bridge. It seems that the doors are still locked at times. A follow-up is necessary.

(ACTION - Al Little)

39. Art Lomax remarked that he had run into the same problem in Pittsburg and was wondering if there had been any similar problems with the York Street Pedestrian Bridge.

40. Russell Elman directed the discussion back to the possible areas of improvement by stating that some of the suggestions could be implemented in a short period of time and not at great cost. He wondered what the plan of action was.

41. David Godley answered that recommendations would come out of the CBD Study, could be forwarded to the Downtown Action Plan Committee, and some may even be accelerated directly to the Planning and Development Committee if it was felt necessary.

42. Art Lomax stressed the need for priorities, analysis of the feasibility and cost/benefit, and a review of possible implications.

43. Kay Nolan expressed concern over the suggestion of the closure of Hess Street on summer evenings as there is no alternative north/south route between John and Hess Streets except Bay Street.

44. Gil Simmons questioned the future of the east side of James Street across from the Eaton Centre after the mall opens. She suggested that this area be given a high priority.

45. Charles Forsyth was concerned with the implications on CAPIC. He suggested joint liaison between Economic Development, Parks and Recreation, Planning and Development and Community Development, with Local Planning (Urban Design) as the co-ordinating body. He used the example of planting trees and flowers to beautify the streetscape, but not being able to maintain them.

46. Gil Simmons conveyed her observation of the character of King Street East changing, especially in the area of panhandlers. Anne Stewart echoed this observation along with the increase in street people and homeless people. She offered the suggestion that perhaps more street shelters should be built for these people instead of planting trees and flowers.

47. Russell Elman spoke on CAPIC in a co-ordinating role. He proposed identifying concerns to other committees and departments and working together as opposed to in a vacuum. Charles Forsyth proposed a letter to suggest this co-ordination. Gil Simmons stated that CAPIC should be concerned with the deeper issues as opposed to the more superficial ones. John Eyles emphasized that CAPIC must be prepared to demonstrate or show examples of its concerns. Gloria DeSantis suggested keeping this in mind for the future agenda item on "Planning Philosophies". It was decided that Charles Forsyth, in conjunction with David Godley, would draft a letter in regard to a co-ordinating role for CAPIC.

(ACTION - Charles Forsyth)

48. It was decided to postpone items 6, 8 and 9 until later in the meeting.

10. Updates

49. **Item 10a):** Al Little informed the committee that a letter had been sent to the Chamber of Commerce requesting a replacement for Diane Brown but no response had yet been received. A follow-up phone call is to be done before the next meeting.

(ACTION - Al Little)

50. It was brought forward that John Nolan would be eager to become involved in CAPIC again if given the opportunity.

51. **Item 10b):** Al Little spoke on the information report on Ferguson Avenue sent to the Planning and Development Committee and the resulting recommendations. Vladimir Matus added that a concept plan is being reviewed and will be forwarded to the Downtown Action Plan Committee. The plan is global in nature as opposed to site specific and takes in the whole of Ferguson Avenue from Sam Lawrence Park to Eastwood Park and that the plan would be implemented in phases.

52. Charles Forsyth stated that CAPIC is to be involved in this process. Russell Elman suggested that the role of the committee in respect to CAPIC must be established. He also insisted that the Ferguson Avenue study boundary be extended to at least the railway. Charles Forsyth reported that Mohawk College students had prepared redevelopment proposals on Ferguson Avenue as part of a Municipal Planning course that copies of these proposals should be obtained.

(ACTION - David Godley)

53. Vladimir Matus commented that Ferguson Avenue is underutilized and is an important area for future redevelopment. Also, it is an important area as an eastern anchor for the Central Area to overcome the Jackson Square "vacuum".

54. Charles Forsyth remarked that the Ferguson Avenue Study is the perfect opportunity in which to introduce housing into the design policies in order to make Ferguson Avenue a "people street".

55. **Item 10c):** This item was discussed earlier.

56. **Item 10d):** Al Little discussed a report sent to the Planning and Development Committee regarding the Parks and Recreation terms of reference for the Pier 4 Park Development Concept Plan. A recommendation was forwarded to the Parks and Recreation Committee to amend the terms of reference to "include the investigation of the feasibility of linkage to Pier 8 and Eastwood Park along Guise Street."

57. Gil Simmons expressed concern over the use of the word "boulevard" in the Planning Department report. She also requested a follow-up for the next meeting.

(ACTION - Al Little)

58. **Item 10e):** Al Little informed the committee that the latest option for the design of the Perimeter Road was approved by Regional Council on July 10, 1990. He also mentioned that the Engineering Department was currently reviewing an alternative alignment for the 403 Interchange that would eliminate fill entirely from Cootes Paradise. An environmental assessment report is expected to be forwarded to the Ministry in late 1990 or early 1991.

59. **Item 10f):** Al Little stated that the site for the new Regional Headquarters at the rear of City Hall has been put on hold due to the cost. Officials are looking into the possibility of de-centralization. The Regional Chairman has also suggested the possibility of the Court House moving into the Post Office building and using the existing Court House as the Regional Headquarters.

60. **Item 10g):** No new information was discussed.

61. **Item 10h):** David Godley informed the committee that public submissions are to be reviewed by staff in regard to Cash in Lieu of Parking. CAPIC's position in this matter has been forwarded as a submission as well.

8. CBD Identity Areas

62. As time was running short, Vladimir Matus gave a very brief overview of Urban Design and the CBD Study Identity Areas.

63. Gil Simmons was horrified to hear of the Woolworth's demolition proposal. Vladimir Matus described this proposal as "missing teeth in the smile of downtown".

64. Vladimir Matus spoke briefly on the need for different planning objectives for different sections of the City. Each area must be looked at in its own surroundings instead of blanket policies that cover all areas (e.g. the Waterfront, the Escarpment, the Central Area).

6. CBD Long Term Wish List

65. Vladimir Matus presented an Urban Design Long Term Wish List that included such ideas as tunnels connecting the Upper and Lower City to get rid of the Engineering "spaghetti" (accesses), tunnels to replace the Skyway bridges, tunnels through the CBD to eliminate the congestion caused by through traffic, a height by-law that is relative to surrounding buildings, and underground service corridors that could serve whole downtown blocks and eliminate alleys and street loading zones.

9. CBD + 15 Policies

66. Due to time constraints, this item was tabled until the next meeting.

5g St. Mark's Church

67. Tabled from earlier in the meeting, it was decided to discuss this item briefly before adjournment. Al Little reported on the OMB hearing that took place the week on August 27, 1990 and which allowed the Anglican Church to proceed with their plans for a 10 storey apartment complex.

68. Russell Elman discussed the OMB's verbal decision. He spoke of the Planning issues involved in the decision and the implications of planning for the past as opposed to the future. Brought up as well was the topic of "institutional zoning".

69. Charles Forsyth requested a summary of the St. Mark's Church judgement for the next meeting.
(ACTION - Al Little)

A.L.:ns
A:\CAPIC.MIN

E.W. KOWALSKI
DIRECTOR

4d

REFER TO FILE NO.

YOUR FILE NO.

800

THE CORPORATION OF THE CITY OF HAMILTON

DEPARTMENT OF COMMUNITY DEVELOPMENT

P.O. BOX 2040
HAMILTON, ONTARIO
L8N 3T4
TEL: 546-4540

1990 September 20

Mr. M. Forsyth
First Pilgrim Church
200 Main Street East
Hamilton, Ontario
L8N 1H3

Dear Mr. Forsyth:

RE: Ferguson Avenue Streetscaping
ADHOC Committee

On 1990 July 25, the Planning and Development Committee requested that the Downtown Action Plan Co-ordinating Committee (DAPCOM) to establish an ADHOC Committee for the purposes of carrying out a streetscaping review. (see attached)

On 1990 September 12 representatives of DAPCOM reviewed the feasibility of redeveloping Ferguson Avenue. Based on the initial site meeting there appears to be potential for:

a) Redevelopment especially from Main to Wilson Streets, and that,

b) A lesser degree of streetscaping be provided from Wilson to Barton Streets to further facilitate moving of pedestrians and bicycle links to other facilities within the neighbourhood, and,

c) Investigate the potential inter city links from Ferguson Avenue to Eastwood Park, to Pier 4 and to Pier 8

The following is a list of Committee representatives:

Mr. C. Firth-Eagland	Public Works Department
Mr. L. Stasiak	Public Works Department
Mr. V. Matus	Planning and Development Department
Mr. J. Sakala	Planning and Development Department
Mr. R. Karl	Traffic Department
Mr. R. Meiers	Engineering Department
Ms. C. York	Arts Advisory Board
Ms. J. McNeilly	Community Development Department
Mr. M. Forsyth	CAPIC
Mr. J. Mokrycke	L.A.C.A.C.
Mrs. M. Pocius	International Village B.I.A.
Ms. K. Roney	Barton General B.I.A.
Ms. J. Pacey	Community Development Department

...../2

The Review Committee invites you to attend and discuss the area on 1990 October 03 from 9:00 a.m. to 11:00 a.m. in the Property Department Board Room to share your comments and bring any background information you or your department may have to this meeting in order that a thorough report can be compiled.

If you are unable to attend please contact the undersigned at 546-4698.

Yours truly,

Jan Pacey

Ms. J. Pacey
Community Renewal
Officer

JP:bk
Attch.

cc: Alderman V. Agro, Ward Two

Alderman Wm. McCulloch, Ward Two

Alderman B. Hinkley, Ward Three

Mr. D. Godley, Co-ordinator
CAPIC

ACTING COMMISSIONER OF ENGINEERING

RELEASE OF MAINTENANCE EASEMENT AT 310 CRERAR DRIVE, LOT 28, "AQUILA PLACE" SUBDIVISION PLAN 62M-425.

The Committee was in receipt of a report dated 1990 July 12, from the Acting Commissioner of Engineering and approved the following recommendation;

That the Mayor and City Clerk be authorized to execute an amendment to the subdivision agreement for Aquila Place - Phase 1, Registered Plan 62M-425, deleting the requirement for maintenance easements, which amendment is to be prepared by the City Solicitor.

The Committee agreed to table Item 9. until the Mayor had an opportunity to appear before the Committee.

ALDERMAN BRIAN HINKLEY

FERGUSON AVENUE BETWEEN MAIN STREET AND WILSON STREET.

The Committee was in receipt of a report dated 1990 July 13, from Alderman Hinkley concerning Ferguson Avenue between Main Street and Wilson Street.

A copy of an Information Report dated 1990 July 17, from the Commissioner of Planning was distributed to the Committee for their information.

Alderman Hinkley appeared before the Committee to discuss concerns regarding Ferguson Avenue and how under-utilized this area is. Alderman Hinkley went on to indicate that he has received positive feed-back from people in the area and his hope is that Ferguson Avenue would be given a higher priority in the development process. Further, that any redevelopment would not be delayed because of the railway line. Alderman Hinkley expressed concern that all groups be involved including the B.I.A.'s.

The Committee was advised by the Director of Local Planning that C.A.P.I.C. has identified this as a high priority area. The Committee discussed this area in relation to the Beasely P.R.I.D.E. area and the Downtown Action Plan. Concern was expressed that a number of groups are looking at this area and that Ferguson Avenue should be given high priority and dealt with separately.

Mary Pocius from International Village appeared before the Committee and supported Alderman Hinkley's suggestion that Ferguson Avenue indeed is an important area and the need for the necessary studies to go forward at this time.

Mr. Forsyth, Chairman of C.A.P.I.C. also addressed the Committee indicating that C.A.P.I.C. is looking at this area and that Ferguson Avenue has tremendous potential.

After considerable discussion the Committee approved the following recommendation:

(a) That a comprehensive study be conducted to review the potential of Ferguson Avenue, north of Main Street and surrounding area for redevelopment and streetscaping;

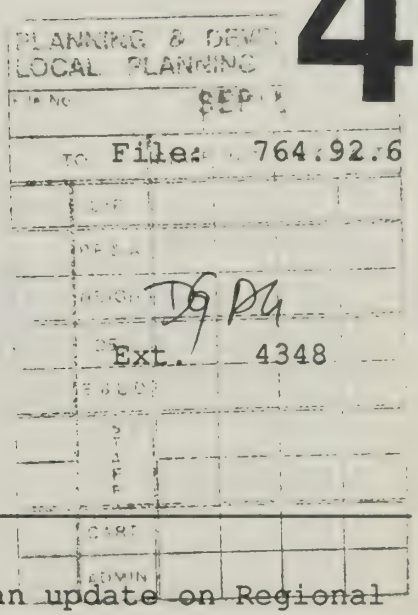
(b) That this recommendation be forwarded to the Downtown Action Plan Co-ordinating Committee with a view to establishing an Ad Hoc Committee.

Further the Committee requested that all interested parties should be invited to a meeting to discuss the formation of this Committee and that the Planning and Development Committee be kept advised of the progress of this study as well as Alderman Hinkley and the Ward Aldermen.

MEMORANDUM

PLANNING & DEVELOPMENT DEPARTMENT
STRATEGIC PLANNING

4f



Date: September 17, 1990

To: Norman Ragetlie

From: Luc Piccioni

Re: **CAPIC Meeting on Sept. 14/90**

As you know, at this meeting, CAPIC requested an update on Regional involvement in the Royal Commission on the Future of the Toronto Waterfront. The purpose of this memo is to provide you with a summary of the comments made by CAPIC.

I informed CAPIC that a resolution was sent to ED&P on Sept. 11/90. CAPIC members were provided with a copy of this resolution.

Several CAPIC members seemed to think that we may be putting relatively too much emphasis on the boundaries of the study and not enough emphasis on monitoring of study results.

Other suggestions received from CAPIC members are listed below:

1) a Regional staff member should review reports issued by the Commission, especially the report issued last week, to identify policy implications for Hamilton-Wentworth. This would then be the subject of a report to Regional ED&p and/or CAPIC.

2) The consultation process should be done by bringing the parties together instead of contacting the parties individually.

3) Regional Council should be made aware that a report was issued by the Commission last week.

I think CAPIC would appreciate an update on this subject from you either at their October or November meeting. I will discuss this with you and I appreciate your cooperation in this matter.

cc.
J. Barr
D. Godley

PROPOSED WORKSHOP

October 15, 1990
9:00 a.m.
Room 233

PURPOSE:

To facilitate consultation on the issues arising from a potential request by the Region of Hamilton-Wentworth to the Royal Commission on the Future of the Toronto Waterfront (the Crombie Commission) for the extension of its mandate to include the Hamilton-Wentworth waterfront.

Objectives:

1. To stimulate local stakeholders to express their concerns and preferences prior to the preparation of a Report to Regional Council.

2. To provide an opportunity for local interests to discuss the potential advantages and disadvantages of asking the Crombie Commission to consider and recommend action on specific topics within the Region.

3. To provide a means of educating local stakeholders as to the purpose, activities and working relationships of the Commission within and between other municipalities. In particular, to present information on the topics the Commission has addressed elsewhere.

Potential Participants:

Regional Planning Department
Area Municipal Planning Departments
Central Area Plan Implementation Committee
RAP Executive Committee\Co-ordinator
Royal Botantical Gardens
Conservation Authorities
Hamilton Harbour Commission
Chairman's Advisory Committee on Environmental Issues

A Workshop on the Crombie Commission Mandate and Waterfront/Watershed Issues in the Region of Hamilton-Wentworth

Tentative Agenda

1. Introduction

2. Crombie Commission Presentation

   A senior policy advisor of the Commission will give a 15 minute outline of the Commission's role and work;

   - mandate and topic areas
   - progress to date (principles established in interim Reports)
   - range of working relationships with other government agencies.

3. Panel Presentation

   Four or five people from different governments or agencies now within the Crombie study area will make brief 5-10 minute presentations on their organizational and functional relationship with the Commission. The Regional and area municipal experience will be represented.

BREAK

4. Moderated Open Discussion

   All local participants will be offered the opportunity to question the panelists or the Commission representative. Discussion between local participants may be expected.

5. Closing remarks

   Those wishing to make a more formal statement of their concerns or preferences regarding the development of a Regional perspective on the merits of a request to the Crombie Commission will be invited to do so.

REGION OF HAMILTON-WENTWORTH

- INFORMATION -

DATE: 1990 August 31
(764.92 6)

REPORT TO: Chairman and Members
Economic Development and Planning Committee

FROM: Mr. J. D. Thoms
Commissioner of Planning and Development

SUBJECT:

Investigation of the implications of petitioning the Royal Commission on the Future of the Toronto Waterfront to include the Hamilton-Wentworth waterfront in its area of study. (PLA-90-093)

J.D. Thoms, M.C.I.P.
Commissioner
Planning & Development Department

V.J. Abraham, M.C.I.P.
Director of
Regional Planning Branch

BACKGROUND:

The City of Hamilton has requested that the Regional Planning and Development Department investigate the implications of petitioning the Royal Commission on the Future of the Toronto Waterfront to extend its area of study to include the Hamilton-Wentworth waterfront.

The Commission has already investigated, held hearings and made recommendations on the following subjects:

- environment and health
- housing and neighbourhoods
- access and movement: parks, pleasures and public amenities
- jobs, opportunities, and economic growth
- the role and mandate of the Board of Toronto Harbour Commissioners
- the future of the Toronto Island Airport

Future interim reports and hearings are forthcoming. The Commission has a mandate from both the federal and provincial governments which expires in 1991. (Attached)

Discussion

After preliminary discussion with representatives of the Crombie Commission Regional Planning staff have concluded that the cost and resource implications of successfully petitioning the Commission cannot be pre-determined. The Commission presently enters into arrangements with municipalities on an ad hoc basis depending on the subjects of interest and the existing local planning framework.

Issues related to the availability of either federal or provincial funds for background studies, or the research efforts of sub-consultants hired by the Commission; are dealt with as they arise. Given this open-ended context Hamilton-Wentworth can be as specific as possible only about the subject areas the Region might request the Commission to address, not about the cost of watershed or waterfront studies. Nevertheless, we will have to narrow the subject areas the Commission might investigate, and within each of these subject areas, outline whether we expect the Commission to make recommendations concerning specific land-uses.

To complete the work necessary to fulfil the City's request, and then report to Council on the potential advantages and disadvantages of requesting Commission attention to various subject areas Planning staff should consult with:

- area municipalities
- Royal Botanical Gardens
- the Conservation Authorities
- Central Area Plan Implementation Committee
- Chairman's Advisory Committee on Environmental Issues
- Hamilton Harbour Commission
- Remedial Action Plan Stakeholders Group
- other municipalities now in the study area

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Newsletter

ISSN 0840–9846

of the Canadian Waterfront Resource Centre

WATERSHED

The Second Interim Report of the Royal Commission on the Future of the Toronto Waterfront

REPORT HIGHLIGHTS

Toronto, September 12, 1990 ... The second Interim Report of the Royal Commission on the Future of the Toronto Waterfront was released today by the federal and provincial governments.

Commenting on the release of the report, Commissioner David Crombie said: "I have been encouraged over the past year by the continuing strong public interest in the waterfront — particularly its environmental aspects — and by signs of an emerging consensus among all levels of government concerning waterfront policies and priorities. The aim of this report — titled *Watershed* — is to provide the basis for governments to act now on the fundamental decisions that have to be taken to ensure that the people of Toronto have the waterfront they want and deserve."

Highlights of the Report include:

Principles for Waterfront Regeneration; Ecosystem Approach

The Commission calls again for a "green" strategy across the entire watershed to preserve the waterfront, river valley systems, headwaters, wetlands and other significant features in the public interest.

Based on the public's comments and its own analysis of the state of the region's environment as an ecosystem under stress, the Commission recommends the adoption of a set of nine principles to guide regeneration of the waterfront. All governments should accept an ecosystem approach.

People and governments should seek to make the waterfront:

- clean
- green
- useable
- diverse
- open
- accessible
- connected
- affordable, and
- attractive.

Volume 3, No. 3
September 1990

Environmental Proposals

Over 30 of the 80 recommendations made by the Royal Commission are focused on environmental issues. They include proposals to:

- integrate the philosophy and principles of the ecosystem approach into the Planning Act and other relevant provincial legislation as it affects the Greater Toronto Bio-region;
- preserve the ecological, scenic and recreational significance of the Oak Ridges Moraine and river valleys;
- improve water quality within the context of the Canada-U.S. Great Lakes Water Quality Agreement;
- introduce a comprehensive lakefill policy;
- restore fish, wildlife and natural areas;
- double the number of trees in waterfront municipalities by the turn of the century (with emphasis on native tree and shrub species) and create new community forests in waterfront areas, e.g. between Whitby and Oshawa, and at the foot of the Don Valley.

> *"The aim of this report — Watershed — is to provide the basis for governments to act now on the fundamental decisions that have to be taken to ensure that the people of Toronto have the waterfront they want and should have."*
>
> David Crombie, September 12, 1990

Creation of a Waterfront Trail

The Commission has developed a conceptual plan for a region-wide, 150 kilometre-long Waterfront Trail from Burlington to Newcastle, and recommends that the Province should co-ordinate its creation in collaboration with waterfront municipalities. It should be completed by 1993 to celebrate the bicentennial of the township of York and the centennial of the Ontario provincial parks system.

Waterfront Partnership Agreements

The report also deals with waterfront plans and projects in Halton region, Mississauga, Etobicoke, the Central Toronto Waterfront, Scarborough and Durham Region.

The Commission recommends that the Province declare the waterfront from Burlington to Newcastle to be a Provincial Resource. The Province should provide leadership, resources and opportunities for collaboration with all levels of government and other parties for the regeneration of the waterfront through a series of Waterfront Partnership Agreements.

Regeneration of the Central Toronto Waterfront

The Commission proposes a number of initiatives for the regeneration of the Central Toronto Waterfront which include:

- **new and improved Waterfront Parklands** (at Exhibition Place, Ontario Place, Fort York, HMCS York, Harbourfront, the Railway Lands, East Bayfront and the Port Industrial area, including expansion of Cherry Beach Park);

- **revitalization of the Martin Goodman Trail**, and a **waterfront promenade** connecting waterfront parks, open spaces and urban uses;

- **dismantling the Gardiner-Lakeshore Expressway** in a phased program over a period of 20 years, to be replaced by an integrated system of improved urban arterials, and improved public transit (GO, subway, bus and LRT, and possibly waterborne commuter transport), as a means of improving the environment and land use, and removing this barrier between downtown Toronto and its waterfront;

- **reviewing the Railway Lands Plan** to ensure its integration with Harbourfront and other neighbouring lands in the context of changes to the Gardiner-Lakeshore corridor and other changes along the central waterfront;

- **maintaining the Port of Toronto** as a regional port, retaining both public and private elements, with the publicly held port lands consolidated on approximately 40 hectares (100 aces) of lands comprising MT 51/52 and adjoining lands on the south side of the Ship Channel;

- **transferring certain non-port lands of the THC** at the eastern end of the Port area to the **City of Toronto** for development of an **industrial park** for "environmentally-friendly" industry;

- **creating a Centre for Green Enterprise and Industry** with a mandate to collect and analyze environmental information; conduct research and development into environmentally-friendly enterprise and industry, and provide education and training for university and college students;

- **transferring remaining non-port lands** of the THC at the western end of the Port area and in East Bayfront to a new provincially-incorporated non-profit **Toronto Waterfront Regeneration Land Trust** for redevelopment as mixed-use, and

- cleaning up the **Don River** and river valley from its source to its mouth.

Etobicoke Waterfront

The Commission is concerned about the current state of plans and development of the Etobicoke Waterfront and proposes that the Province should declare this city's waterfront to be an area of Provincial Interest under the Planning Act.

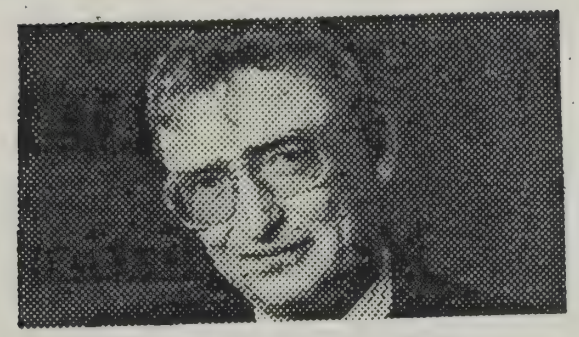
The Province, Metropolitan Toronto and Etobicoke jointly should develop a comprehensive Waterfront Plan, and, while it is being done, the Province should impose a moratorium on development there which should remain in effect until the new plan is adopted.

Copies of the second Interim Report, *Watershed*, may be picked up at the Royal Commission offices at 207 Queen's Quay West, Suite 580, Toronto.

For further information contact:

Beverly Morley
Director/Community Relations

CITYSTATE



MICHAEL VALPY

Waterfront report heady stuff

IT is significant that royal commissioner David Crombie's interim report on the future of the Toronto waterfront does not have a cover photograph of the harbor with spanking white yachts and marinas and, majestically in the background, the CN Tower and skyscrapers.

Rather, the cover photograph is of a bubbling clearwater stream splashing through a pretty wooded valley, unfortunately with *lythrum salicaria* or purple loosestrife growing on its shores.

Apart from the presence of the alien loosestrife, whose human-assisted invasion of Ontario wetlands is choking off indigenous vegetation, no evidence of people is present.

The title of the report makes no reference to people, their activities or to the waterfront. The title says: *Watershed.*

The photograph is of the Rouge River, which flows through eastern Toronto into Lake Ontario and is under great pressure from developers who want its beauty for building sites and government functionaries who want its valley for a garbage dump.

Thus we get the impression that Mr. Crombie — a former Toronto mayor and federal cabinet minister appointed by both the federal and provincial governments to examine the waterfront — is about to talk of something more than merely carting away industrial detritus from the lakeshore and tarting things up with a tree here and there.

Which he is.

Throughout the report Mr. Crombie talks about the Greater Toronto Bioregion — defined by nature's boundaries for Toronto created by the drainage zones of the rivers and creeks of the area that flow into Lake Ontario.

He talks about "an ecosystem approach to restoring and regenerating the Greater Toronto Bioregion, requir(ing) new thinking and new mechanisms for developing and implementing public policy." He talks about devising waterfront planning agreements with each of the many municipalities that touch on the lakeshore through the bioregion.

He talks about 150 kilometres of waterfront trail running from Hamilton, at the far western tip of Lake Ontario, through Metropolitan Toronto to the Ganaraska River at Port Hope, almost halfway down the lake.

He makes recommendations for the protection of the Oak Ridges Moraine, a beautiful geographic feature in many ways similar to the Niagara Escarpment, running east and west over the top of the greater Toronto area and seldom within sight of the waterfront.

"Deputants (before the royal commission) repeatedly stressed their conviction that the waterfront cannot be considered in isolation from its bioregion," Mr. Crombie writes.

"Of special significance to this commission is the role of the moraine as the source of a great deal of the streamflow in the rivers feeding into the waterfront.

"The commission heard many citations of inappropriate or poorly planned development on the moraine and of widespread threats from land speculation and gravel extraction.

"The commission was also told that the existing land-use control system is inadequate in taking into account cumulative effects of development on the environment, or in preventing destruction of natural features as part of development."

Heady stuff.

In effect, he is talking about planning for one-sixth of the population of Canada.

He is talking about regional planning.

He is talking about looking at areas whole, about designing plans that embrace both city and countryside (with countryside *as* countryside and not just suburbia waiting to happen).

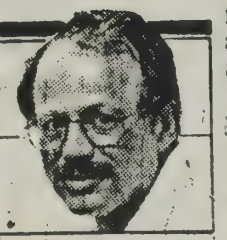
He is talking about the greater Toronto area as its original planner once saw it. Very heady stuff. At last it is happening. And the next step from regional planning is province-wide planning.

The Globe and Mail
Sept 14/90

Crombie's report his finest hour

The Toronto Star
Sept 13/90

The City



David Lewis Stein

Could it really happen? Could we really have a sparkling waterfront full of trees and grass and clean, fresh water?

Yes, we could.

David Crombie's waterfront royal commission report is more than an environmentalist's wish list.

It is a tough-minded agenda for controlling and greening everything from Newcastle west to Burlington — an area that Crombie, with his unerring instinct for the politically stylish, has taken to calling the "great Toronto bioregion."

But what irony!

This agenda was put together in partial collaboration with ousted Premier David Peterson's own man on the waterfront, a bureaucratic roughneck named Duncan Allen.

Peterson could have happily done most of what Crombie recommends and come out looking like a hero — even though it would have meant offending principles of free enterprise and bullying municipal councils.

For Premier-elect Bob Rae, Crombie's agenda will be difficult, if not impossible, to carry out — even though Crombie is telling Rae to do things his supporters have advocated for years.

There is vision and courage in Crombie's report. Essentially, he is trying to undo the damage that development-happy local councils did to the waterfront in the boom years.

He is telling the new premier that the local boys have let things get out of hand and big brother in Queen's Park has got to step in.

Crombie wants the province to declare "a provincial interest" in Halton, Mississauga and Etobicoke — in effect, everything from the Humber to the frontiers of Hamilton.

The province would then settle down to work with local councils in planning the future but Queen's Park would clearly be the boss.

He is particularly hard on Etobicoke's motel strip, saying the buildings planned for it are too big.

Crombie doesn't suggest putting Toronto's waterfront under trusteeship but he doesn't have to. Peterson already declared a provincial interest there last October.

But Crombie does spend a great deal of time tracing the history of the plans to develop Toronto's railway lands and he says that plans to allow the equivalent of five Toronto Dominion Centres to go up around the dome ought to be looked at again — very hard.

This is tough stuff.

Peterson could have got away with holding up developments because he used to be a businessman himself, after all, and was even a member of the Young Presidents Organization.

Other businessmen might have grumbled that Peterson was interfering too much but they would have counted on him not to do anything really radical.

As for local councils, they all have their contingent of loyal Liberal party members.

They would have squealed when Peterson stepped on their toes but they wouldn't have done very much.

Things will be different for Bob Rae.

Outside of the City of Toronto with its six-member NDP caucus, there is hardly a New Democrat to be found on a local council. Rae has no natural allies out there.

Just imagine how local politicians and businessmen are going to react if Bob Rae starts pushing them around.

"Commissar Bob," they'll be calling him and screaming that socialists are stifling business and killing jobs.

For Peterson, Crombie's report would have been a gift.

For Bob Rae, it could be a booby trap.

But for Crombie himself, the report is one of the finest moments in a long career.

It stirred one's heart to listen to him at the press conference yesterday talking so fervently about "uniting the city and countryside."

That's certainly a cause I want to support and I think most people would.

Crombie sounded like he did back in 1972 when he became the "tiny perfect mayor" of Toronto by promising to save neighborhoods.

He served six years in the mayor's office and then moved on to become an MP and serve as minister of indian affairs and even run for the leadership of the Progressive Conservative party.

But he never seemed to do as well in federal politics as he had done in Toronto and when he was appointed in 1988 to head up the waterfront royal commission, many people, myself included, thought it was a $3 million waste of time, a payoff to a burned-out politician who should have held out for a Senate appointment.

There was so much skepticism about Crombie in the beginning that local politicians publicly sneered at him and refused to send staff to help him.

But Crombie put up with all the rebuffs, assembled his own people and settled down to work.

Now he has produced what I think is a splendid plan for restoring the waterfront.

Carrying it out will be infinitely more risky for Bob Rae than it would have been for David Peterson.

But let us hope Rae does it anyway.

The Toronto Star Sept 13/90

Parks, homes focus in report's vision of clean lakefront

By John Deverell
TORONTO STAR

David Crombie was a one-man royal commission.

His job was to sort out the future of federal lands along the Metro waterfront. And yesterday he produced his sweeping vision.

Among his recommendations:

- Allow housing at the western end of the Port of Toronto and in the eastern harbor by transferring some Toronto Harbour Commission industrial land to a non-profit Toronto Waterfront Regeneration Land Trust.
- Dismantle the Gardiner-Lake Shore expressway over a period of 20 years, replacing it with an improved network of surface roads, GO Transit, subway, bus, streetcar and waterborne commuter transport.
- Create a continuous, 150-kilometre (93-mile) waterfront trail from Burlington to Newcastle over the next three years.
- Declare the entire stretch of lakefront a provincial concern and negotiate planning agreements with the local governments.
- Freeze commercial development on the Etobicoke waterfront until the province and municipality come up with a mutually agreed plan.
- Delay development of Toronto's railway lands to make sure the land needed for changes to the Gardiner-Lake Shore corridor is available.
- Integrate new waterfront parklands, roads and public transit with a new International Trade Centre in the western area occupied by Exhibition Place, Ontario Place, Fort York and HMCS York.
- Revitalize the Martin Goodman Trail and create a waterfront promenade connecting waterfront parks, open spaces and residential and commercial developments.
- Transfer some non-port lands from the eastern end of Toronto Harbour Commission holdings to the City of Toronto for development of an industrial park for "environment-friendly" industry.

Politicians and civic leaders reacted swiftly:

Toronto Mayor Art Eggleton said dismantling the Gardiner will "cost an awful lot of money but the sooner it comes down the better."

But there would be no snap decisions on what to replace it with.

He said he finds Crombie's recommendations a "most attractive" proposition that should be implemented in a fiscally responsible way.

If the recommendations are adopted — and he hopes they will be — then Toronto will become a "world model" for waterfront development.

"It's a new era," Eggleton said.

Metro Chairman Alan Tonks said it would take three new east-west arterial roads to replace the Gardiner-Lake Shore combination.

"Tearing it down would have a dramatic impact on the quality of life," he said.

Despite his doubts, Tonks said, Metro would not close the door on the plan but would study the issue.

With files from Royson James and Tom Kerr

The Spectator Sept. 13/90.

Report urges end of Gardiner Expressway

THE GARDINER Expressway should be dismantled over the next 20 years, says David Crombie, the former Toronto mayor who is heading a one-man royal commission into the future of the Toronto waterfront.

He said yesterday that motorists would then have to rely on secondary streets, improved public transit and water transport.

90-mile trail

And the dream of a waterfront trail stretching 150 kilometres (90 miles) from Burlington to Newcastle came one step closer to reality with the release of the interim report yesterday.

The waterfront trail was just one of 80 recommendations contained in the 207-page report, called Watershed, released at a press conference in Toronto by the Royal Commission on the Future of the Toronto Waterfront.

All are designed to improve the ecosystem in the Toronto-area watershed bounded by the Niagara Escarpment on the west, the Oak Ridge Moraine on the north and east and Lake Ontario on the south.

But whether any of the recommendations ever transcend the bounds of the ethereal depends more on the provincial government than the commission, headed by former Toronto mayor and MP David Crombie.

And Ruth Grier, the MPP favored to become the next environment minister for the new NDP provincial government, wasn't making any commitments at yesterday's press conference.

Yesterday's report was the second interim report on the future of the waterfront. The concept of a waterfront trail was raised in the first interim report and endorsed in the second release.

Other recommendations include:

☐ The doubling of the number of trees along the waterfront from Newcastle to Burlington by the turn of the century.

☐ Stronger powers for local conservation authorities to control watershed development.

☐ A study into all-season waterborne transit services connecting centres from Burlington to Newcastle with connections to Hamilton and the Niagara Peninsula.

The commission also endorsed almost all of the recommendations made by Halton, its member municipalities, and area interest groups at a hearing in Burlington in April. The recommendations specific to Halton included:

☐ A Waterfront Partnership Agreement between the region, its member municipalities and affected agencies implementing the region's waterfront plan.

☐ A mechanism for making commitments of substantial, multi-year provincial funding to allow priority projects of the regional waterfront plan (Bronte Harbor, Burlington Beach, Burloak, Oakville Harbor, Spencer Smith) to proceed.

☐ Making arrangements to transfer federal and provincial Crown lands to local public agencies, at nominal cost, where they are needed for public access and use.

☐ A review of Burlington's current policy of not requiring that the water's edge be dedicated for public use as part of redevelopment activities.

☐ A re-examining of the designation of the waterfront Shell House lands in Oakville from residential to public open space.

☐ The formation of financial arrangements under which the federal and provincial governments, and the private sector, would participate in the development of the proposed $65 million Great Lakes Science Centre on the Burlington Beach Strip.

Rash Mohammed, the region's planning commissioner, said he was "delighted" with the commission's recommendations and its praise of Halton's existing waterfront plan. But he said many of the recommendations, including the waterfront trail, were irrelevant unless the province comes through with long-term funding.

Funding needed

On the issue of the 4.2-hectare (10-acre) Shell House land on the Oakville waterfront, Mr. Mohammed said he would support a rezoning from residential to public open space but said the region would need in excess of $10 million in funding to purchase the property.

Mr. Crombie said the Ontario government had to be the lead agency in getting the recommendations off the ground through waterfront partnership agreements with the five regional municipalities, 30 local municipalities, numerous federal and provincial ministries and agencies affected.

The Toronto Star Sept 13/90

Tear down Gardiner, Crombie urges

By John Deverell
TORONTO STAR

Waterfront commissioner David Crombie — in a sweeping vision for a clean, green and accessible Toronto lakefront — proposes tearing down the Gardiner Expressway.

And he wants homes and parks built on some of the industrial lands around the city's port.

His revolutionary plan, released yesterday, was greeted with excitement by politicians who will have to co-operate to make it happen.

☐ Premier-elect Bob Rae said he's "prepared to work closely with local governments and existing agencies . . . to create a diverse, integrated and healthy waterfront."

☐ Toronto Mayor Art Eggleton said: "This is just a terrific set of recommendations."

But Metro Chairman Alan Tonks, although supporting "the spirit and intent" of the plan, expressed skepticism over the fate of the Gardiner.

"My instinct tells me you just can't eliminate the Gardiner," he said. "You can't just take it down and replace it."

And Crombie admitted some drivers will worry about losing the Gardiner, but said they shouldn't.

David Lewis Stein's view/A6
What The Star says/A24

"The car is plugged into Toronto's nervous system," he told a news conference.

"I'm sure if people could park them beside their beds and desks, they would."

He said Front St., The Esplanade, Lake Shore Blvd. and Queen's Quay can be widened, extended and rerouted to create a system that will handle Metro's traffic without blocking access to Lake Ontario from downtown the way the Gardiner does.

Crombie, a former mayor of Toronto and federal cabinet minister, was appointed a one-man royal commission by Prime Minister Brian Mulroney in March, 1988.

The report on the waterfront, called Watershed, sketches several major propositions.

It says governments must respect the ecology of the entire region — from Hamilton in the west to Newcastle in the east and halfway to Lake Simcoe in the north — when planning the growth of the greater Toronto area.

He says it's up to Queen's Park to take the lead in redesigning the entire 150-kilometre (93-mile) stretch of the waterfront.

All the lands and rivers on which the quality of life of nearly half Ontario's population depends must be protected.

The report places strong emphasis on protecting wildlife, agricultural land, and the Oak Ridges Moraine, a long ridge of stony hills from which the Don, the Humber, the Rouge and 13 other rivers flow south to Lake Ontario.

The Spectator Sept. 14/90

Gardiner changes would be long way off

BURLINGTON — COMMUTERS concerned about a study into disassembling the Gardiner Expressway may not have to worry about the consequences for 20 years, if ever.

The Royal Commission into the Future of the Toronto Waterfront would like to see the raised portion of the expressway removed to improve the lakeshore area of downtown Toronto. The commission, headed by former Toronto mayor and MP David Crombie, has recommended in its second interim report that the province immediately begin a study on the proposal.

But the federal-provincial royal commission doesn't have the power to force such a study. And even if a study is done, Mr. Crombie said there are no guarantees that an alternative can be found to the Gardiner.

"All I'm saying is that we should at least look at it," Mr. Crombie said at a press conference.

And he said he knew how politically sensitive the issue would be.

"The car is plugged into the Toronto nervous system," he said. "I'm sure if people could park them beside their beds, they would."

The commission devoted three of the 80 recommendations contained in its second interim report to the dismantling of the Gardiner Expressway. It recommends that:

- the elevated section of the expressway should be taken down in a phased program over the next 20 years;
- plans should be made to improve public transit, roadway, pedestrian and bicycle transportation;
- the commission should make a plan available for consideration by the City of Toronto, Metropolitan Toronto and the province by May 31, 1991.

Mr. Crombie and the commission, which has held extensive talks with government and public groups on the issue, were emphatic in their criticism of the expressway.

"Depending on the decision made about its future, the people of Greater Toronto will have an excellent waterfront — or they will not," stated the report. "The waterfront will be integrated into downtown Toronto — or it will remain essentially separate from it."

"The combination of the elevated portion of the Gardiner Expressway, Lake Shore Boulevard underneath it, and the rail corridor beside it, has created a physical, visual, and psychological barrier to the Central Waterfront. It is a constant source of noise and air pollution, a hostile, dirty, environment for thousands of people who walk under it daily, and a barrier to thousands of others who risk life and limb to get across or around it."

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P5-4-7-9

October 4, 1990

MEMORANDUM

TO: File P5-4-7-9

FROM: Al Little

I spoke to Bob Ledger, Site Supervisor for the Hamilton Convention Centre Security today regarding the problem of accessibility to the King Street pedestrian bridge. Members of CAPIC had expressed concern that the doors at the north end of the predestrian bridge leading from the roof of Lloyd D. Jackson Square are sometimes locked during the day.

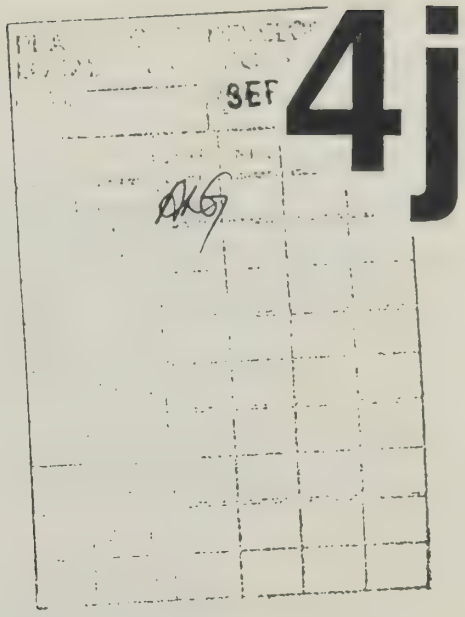
A letter explaining this situation, and requesting that these doors remain available for public use, was sent on July 12, 1990. At the CAPIC meeting on September 14, 1990 members remarked that these doors are still locked at some times.

Mr. Ledger informed me that their policy is that the doors are opened at 6:30 a.m. and generally locked at about 10:30 p.m. This is intended to limit unwanted persons from having access to the Sheraton Hotel and Convention Centre after hours. On nights when there are events at the Convention Centre or Hamilton Place, these doors are left open until the event or performance is over, generally up until 1:30 a.m.

Recently, Mr. Ledger explained there where a few days when these doors remained locked during the day. This was a result of the allen key (that unlocks the doors) breaking off in the lock. Signs were put up, but kept on being torn down.

As well, Mr. Ledger informed me that during the winter months, if there is snow blocking the doors, they may remain locked until he can have City staff clear the snow.

A.L.:ns
CAPIC.LET



CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1990 September 18

REPORT TO: Members of City Council

FROM: Mr. L. Sage
Chief Administrative Officer

SUBJECT:

St. Mark's Anglican Church - 130 Bay Street South

RECOMMENDATION:

That due to financial constraints no action be taken to acquire the St. Mark's Anglican Church site at 130 Bay Street South.

That the correspondence from the Most Reverend John C. Bothwell, Archbishop of Niagara to Mayor Morrow be acknowledged and that His Grace be thanked for his willingness to negotiate a compromise.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

A minimal capital expenditure of approximately $2 368 000 plus $100 000 to $120 000 in annual operating costs, neither of which have been provided for the approved budget estimates of the Corporation, would be required if this Project proceeded.

BACKGROUND:

- On October 17, 1989, the Parks and Recreation Committee requested the Co-ordinating Committee to endorse in principal the use of 5% Park Dedication Funds for the purchase of St. Marks Anglican Church, if needed for a recreational or cultural facility.

- On November 23, 1989, the Co-ordinating Committee directed staff to meet with representatives of the Church to discuss the possible acquisition of the property.

  Staff of the Real Estate Division of the Property Department met with representatives of the Church and were advised that the Church was prepared to discuss the possible sale or exchange of the land but only the basis of the property value being that of the requested rezoning for which application was pending before the Planning and Development Committee. (Current zoning at the time permitted 26-27 units. The requested zoning permitted development of 48 units).

- On January 23, 1990, the Parks and Recreation Committee approved the St. Mark's Anglican Church project as a Capital Project and forwarded same to the Finance and Administration Committee for consideration for inclusion in the Capital Budget.

  In the staff report to the Parks and Recreation Committee, it was noted that both the Local Architectural Conservation Advisory Committee and the Arts Advisory Sub-Committee recommended approval of this project.

- The Finance and Administration Committee at its meeting on February 15, 1990 tabled the recommendation of the Parks and Recreation Committee.

- On ~~February 19, 1990,~~ DEC 12 1989 City Council denied the application for a change in zoning of the property which was subsequently appealed to the Ontario Municipal Board.

- The 1990 - 1994 Capital Budget as approved by City Council on March 16, 1990, did not include the St. Mark's Church Project.

- The Ontario Municipal Board in an oral decision issued August 31, 1990 ruled in favour of the Appealant (St. Mark's Church) for a change in zoning.

For further information of the Members of City Council, I would advise that the estimated cost to acquire the property (based on the recently approved zoning change) and for renovations required in order to make the property useable as a craft teaching centre, is approximately $2 368 200. This does not include provision for parking nor office space, if deemed necessary for the operation of a cultural/craft centre.

It should also be noted that this estimate does not take into account any operating costs which are estimated by the Director of Culture and Recreation to be $100 000 to $120 000 annually.

Financing for this Project, if approved by City Council would be from the 5% Parkland Dedication Reserve.

The balance of this Reserve Account as of September 15, 1990 is $3 834 147.45. The Treasurer's analysis of the Account, based on the current 1990 - 1994 Capital Budget (which does not include this Project) indicates that there will be insufficient funds available in this Reserve to finance Projects scheduled for 1993 and 1994. In fact, there is a projected deficit in excess of $2 million for 1993 and a $5.6 million deficit in 1994.

I should also point out that the above calculations do not include any provision for final settlement of compensation for the expropriation of the LAX Property. As City Council is aware, an amount of $900 000 has been paid todate, however final settlement could result in an additional amount of $3 300 000 being required.

An O.M.B. hearing to settle the land compensation question is scheduled for February 1991.

I would further advise that I convened a meeting with representatives of the Culture and Recreation Department, Planning Department, Property Department, City Solicitor's Office and the Public Works Department to discuss this matter and all are in agreement that due to financial constraints that no action be taken to acquire this property.

c.c.: Mr. R. Sugden, Culture and Recreation
Mr. A. Georgieff, Director of Local Planning
Mr. D. W. Vyce, Director of Property
Mrs. P. Noe-Johnson, City Solicitor Attention Mr. P. Hooker
Mr. E. C. Matthews, City Treasurer
Mr. J. Pavelka, Director of Public Works

The Spectator September 19/90

City won't purchase St. Mark's

A FINAL offer to sell the former St. Mark's Church site to the city has been turned down by Hamilton council.

In a special session yesterday, council members rejected a final overture from the Anglican Diocese of Niagara to sell the property at Bay Street and Hunter Street.

City council had refused an application to rezone the church property last December to permit a 10-storey, 48-unit, non-profit housing project.

But that decision was overturned by the Ontario Municipal Board last month, effectively paving the way for the diocese to begin the project.

Archdeacon Ian Dingwall said because of neighborhood concerns about the project the diocese decided to make a final offer to either sell the city the property or arrange a land swap.

But Hamilton council members turned the offer down after learning the property would cost the city about $2.3 million.

The city's property director said the OMB ruling to permit the necessary zoning needed for the high-rise project had boosted the price of the land by about $500,000.

"I think it's fiscal insanity for the municipality to try and buy this property. We would be paying an exhorbitant amount for a piece of land I can't identify as a high priority," Alderman Terry Cooke said.

"I think it's time for us to get on with our business and let the church get on with theirs," he added.

Urbanity: The above-ground solution

Walkways bridge problem of getting from place to place

By Bruce Gates

CALGARY

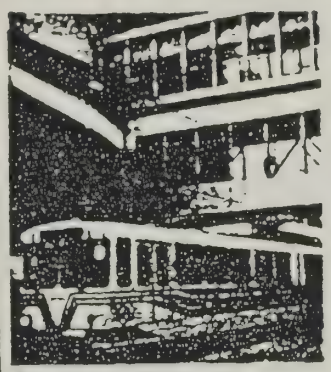
WHILE cities such as Montreal and Toronto have gone underground to create a downtown that's pleasant for shoppers 12 months a year, planners here have sought an above-ground solution.

This is why one of the most prominent features of Calgary's thoroughly modern skyscrapers is the network of elevated bridges connecting them.

The first of the bridges, nicknamed Plus 15s because of their 15-foot height above the sidewalks, was built in 1970, connecting the Westin Hotel to Calgary Place across 4th Ave. Today, 40 bridges connect nine kilometres of second-floor shops, parks and restaurants in major downtown office projects, creating a climate-controlled city-in-a-city above street level.

Connecting office buildings above ground, rather than through underground tunnels, came about partly because of the high water table created by the nearby Bow and Elbow rivers, but city planners say they prefer the above-ground network because pedestrians are better able to get their bearings while they're walking across the glass bridges.

"Their genesis was to try to create a more pleasant and accessible environment for the pedestrian," says Art Froese, Calgary's director of planning and building.



Above-ground bridges are a common sight in Calgary

Calgary planners have been awarding extra density above the standard seven times site coverage downtown to encourage developers to put in these bridges. Each costs about $500,000, and in most cases they are privately owned. The city must negotiate with the owners on hours of operation. In many instances, the city has managed to keep the bridges open past office hours.

Money for city-built bridges to fill in some of the gaps left by private developers is raised through a three-year-old formula planners refer to as "cash in lieu of bridge." When a developer isn't prepared to build a bridge, it pays the city a levy prorated to the size of the project, to a maximum of $1 million. The city puts the money in a trust fund for use toward future expansion and improvements to the existing network.

Froese says Calgary has so far collected $9 million in principal and interest from the formula. The money is being spent on upgrading the network, including enclosing several of the less attractive open bridges along the network.

"Not all of our network is perfect," senior planner Glenn Lyons says. In some cases the problem has been developers who have paid little more than lipservice to developing the network and have constructed unattractive bridges.

Another problem is signage. A lack of a coherent system of directional signs has left some Plus 15 users up in the air, literally, as they try to decipher the network. Apparently, the planners feel they're close to licking the problem. Froese says the city has spent the past two years and $1 million developing a standard sign system and has begun installation throughout the network.

"We want to make it easier for pedestrians to know where everything links together," he says.

Linkage has been another of the network's problems, says Ron Ghitter, executive vice-president, development, Trizec Corp.

"The network will be limited in its success until it is all connected up," he says. "There are still some gaps in it awaiting development."

One of these gaps will be filled in 1989, when Trizec completes the $100-million first phase of its 49-story Bankers Hall office-retail project.

Meantime, Calgary planners are also working with developers to create elevated parks on top of parking garages, at the Plus 15 level. The latest will be a $1-million park above a $23-million parkade now under construction in the downtown. The park is partially funded through donations from corporations such as Sun Life Assurance Co. of Canada and Olympia & York Developments Ltd., Lyons says.

Parking garages

As it does with the Plus 15 system, Calgary collects a levy equal to about $10,000 a parking spot from developers who can't put in the required one spot for every 1,500 square feet of building area. The collected money is put toward building downtown parking garages.

A fully integrated Plus 15 network may create an elevated paradise for pedestrians during inclement weather, but some observers argue it will destroy street-level shopping.

"They [Plus 15s] take people off the street," says Richard Singleton, a partner with Calgary architects Cohos Evamy Partnership. He wonders if Calgary's 671,000 population is big enough to support an indoor shopping mall without damaging existing street-level retail activity in the downtown core.

He says one victim of the Plus 15 network has been the Stephen Ave. Mall, similar to the Sparks St. mall in Ottawa.

The city is now looking for ways of rehabilitating the open-air mall to draw shoppers back, and Singleton believes one solution would be to provide better links between the Plus 15 and the street-level stores, so that pedestrians will be drawn back down to street-level shops.

Calgary has also set aside $12 million to develop a nine-block-long pedestrian mall along downtown Barclay St. So far, it has spent $6.5 million on widening sidewalks, and installing new light standards, benches, trees, planters and signs. Lyons says the city is adding as much color as possible to the streetscape, "because color really helps in winter."

Another city strategy is to encourage more mixed-use developments in the city centre to increase the downtown's permanent population from the present 10,000.

The city's $483-million Light Rail Transit system also runs at street level in the downtown core, in large measure to save money and prevent vandalism. However, keeping the 29 kilometres of track at grade level may also encourage Calgarians to use the street, though Lyons adds planners are working on ways of tying the stations into the city's Plus 15 network.

The LRT is part of a plan to get more people to use public transit. At present, 50% of the 80,000 Calgarians who work downtown use their cars. Froese hopes the LRT will eventually reduce that to 25%.

From Saddles to Skywalking

A Northern "Mountain Man" shares his delight with Calgary's much discussed and often maligned Plus 15 systems

By Andy Russell

For many city seniors living in cold climates, winter is not a time for the greatest enjoyment of life. There is little fun in being a prisoner shut indoors by inclement weather. The bravest pay for their outdoor forays onto the streets by exposure to bitter cold winds, flying snow, the dangers of icy sidewalks and the daunting experience of using crosswalks when the flow of traffic is often downright dangerous.

Most of us are fully aware of being slower on our feet than we once were; traffic lights push us to the limit for sometimes the change to red comes too fast for comfort and safety. Ramps sloping down over curbs at intersections are wonderfully helpful in summer, but now icy under a skin of new snow they turn into traps for the unwary. Even on good days, snow melting in the sun drops water from our overhanging roof onto an otherwise dry sidewalk forming a low ridge of transparent ice on the cold concrete that is a real menace. It is a time to pray and a time to dream of palm trees, white sand beaches and a comfortable lawn chair in the warm sun.

Plus 15's are a real blessing of artistic practicality.

But not all winter cities are oblivious to the comforts of pedestrians old and young. The one I know best is Calgary, Alberta, Canada, where one can take public transport service to a downtown destination, debark at the door of warm buildings and go for blocks without ever coming out into winter weather. Shopping and looking after personal items of business is a pleasure. Lunch can be a leisurely affair in big warm herbariums, where the air is fresh and redolent with the smell of tropical growth reaching high to a glass roof and transporting a diner to a dream climate at no extra cost.

But the real magic is enjoyed when the pedestrian decides to cross the street. Then all one has to do is go to the entrance of a walk-way crossing a full story above the flowing river of vehicles on wheels.

We call then Plus 15's and they are the brainchild of Harold Hanen, one of Canada's most respected and innovative architects. These well lit, warm walk-overs are completely enclosed with lots of glass affording good views of the city and plenty of room for people walking both ways. They are just as unique as they are practical and turn large sections of the downtown area into a huge, indoor shopping mall with choices of about urban service enjoyed by city people and visitors and no exposure to cold weather and slippery footing.

Many the time I have walked across a wintry street looking down on the traffic through snow flying on the wind when the temperature was far below zero.

Calgary's senior citizens are indeed fortunate as are all pedestrians for the city's Plus 15's are a real blessing of artistic practicality.

Andy Russell, an Alberta senior, is a noted environmentalist, lecturer and highly acclaimed author

capic

CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

a Subcommittee of the Planning and Development Committee

c/o CITY HALL, 71 MAIN STREET WEST, HAMILTON, ONTARIO, L8N 3T4

5d

July 24, 1990

P5-4-7-9

To CAPIC Sub-Committee Members

RE: **Identity Areas within the Central Area**

Subsequent to the CAPIC Sub-Committee meeting held on July 10, the Planning and Development Department outlined possible Identity Areas within the Central Area. A map displaying these areas is attached. These proposed areas provided as background information will be presented at the CAPIC meeting on September 14 followed by discussion. The following definitions may help you select Identity Areas and understand the map more clearly.

IDENTITY AREA - A sub-division of the Central Area which requires urban design guidelines.

CORRIDOR - A street or link which requires urban design guidelines.

TERMINAL POINT - A district feature symbolizing the beginning or end of a corridor.

In addition to the above definitions, the following list of items should be considered as heading for the urban design guidelines:

1)	height	6)	open spaces
2)	setbacks	7)	landscaping
3)	vistas	8)	wind aversion
4)	links	9)	sunlight
5)	focal point	10)	massing

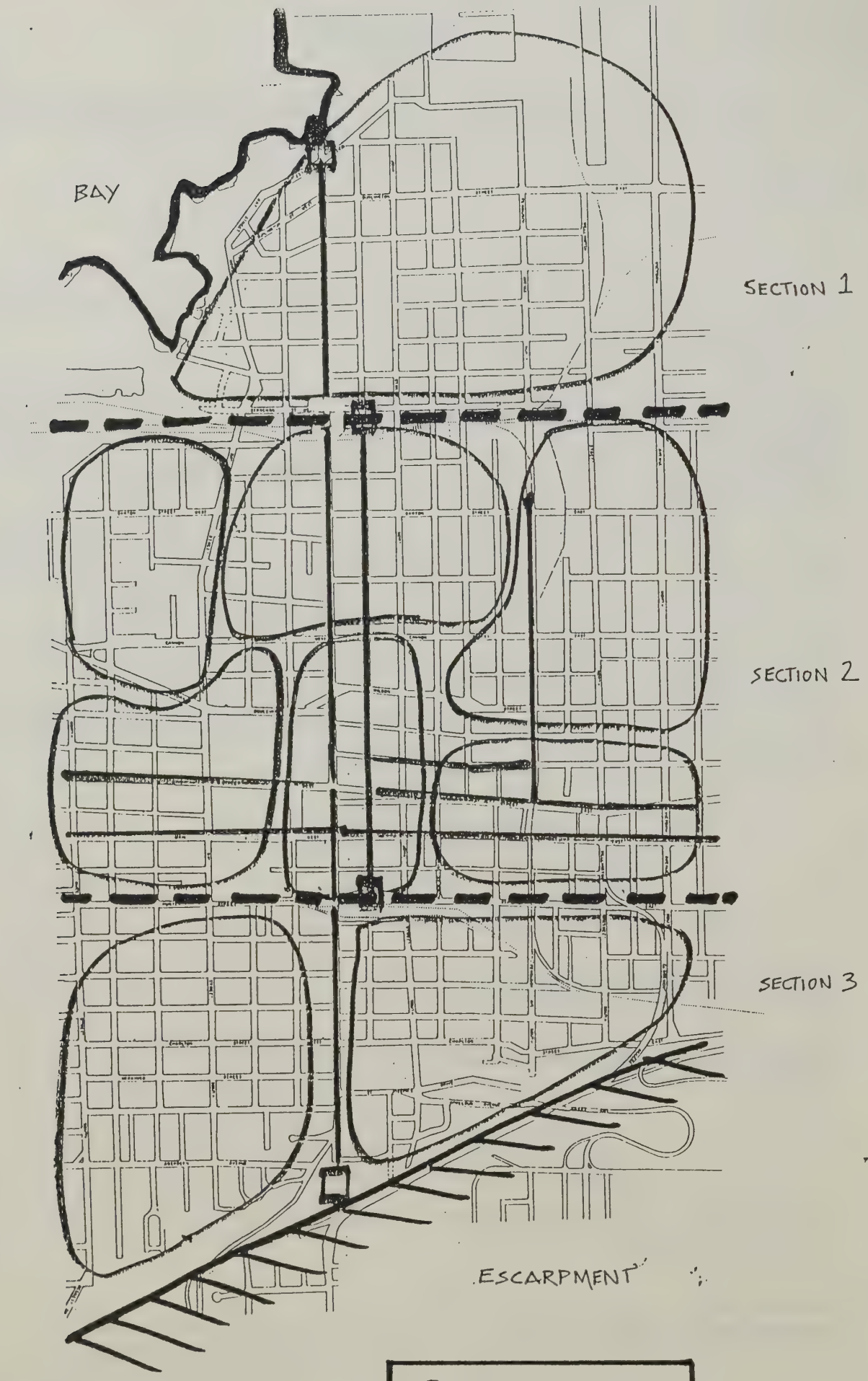
Urban design guidelines from the Central Area Plan, Downtown Action Plan, and Durand Neighbourhood Plan are attached for reference purposes.

If you would like to discuss these matters, please contact Vladimir Matus at 546-4455 or Neely Law at 546-4267.

Yours truly,

David Godley
Manager, Neighbourhood Section

DG:ns:cs
Attach
A:\CAPIC.LET



CENTRAL AREA
IDENTITY AREAS

4.9 Urban Design

It is intended that the character and role of the Central Area will be enriched through urban design principles in accordance with Section C of this Plan to ensure an attractive environment for the benefit of existing and future residents, as well as strengthen the economy.

Urban design is concerned with the visual and functional interrelationship of buildings and spaces. Urban design principles address the need for preservation and enhancement of the built environment and especially of areas and buildings of historic and architectural significance while still encouraging and providing for high quality design of new development. As such, policies relating to Urban Design will apply throughout the Central Area and address:

- the enrichment and expansion of the character of the Central Area through a high level of design standards;
- the preservation of buildings and areas of historic and architectural significance;
- the preservation and development of attractive and compatible streetscapes; and,
- the provision of safety, security and energy conservation measures in new development.

4.9.1 Design of the Central Area

It is through a high quality of design that the Central Area can be made a more attractive place to live and work, as well as stimulate and attract additional high quality development.

Design Excellence	4.9.1.1	Design excellence will be required to create an attractive and cohesive environment throughout the Central Area.
Building Design	4.9.1.2	Innovative building designs and layouts will be encouraged, particularly if they involve integration of different land uses.
Views and Vistas	4.9.1.3	Council will encourage building design which preserves important vistas of the Escarpment, the Bay, and significant architectural features.
Weather Mitigation	4.9.1.4	The design and siting of new buildings will take into account how the new structure and surrounding buildings modify the effects of wind, rain, snow, sun, heat and cold. Efforts will be made to mitigate the effects of adverse weather conditions, particularly on pedestrians.
Human-Scale Design	4.9.1.5	Council will encourage building design which takes account of the human scale and human interaction through consideration of such factors as height, mass, exterior design, access and amenity.
	4.9.1.6	Council will encourage any new buildings in the vicinity of heritage buildings and areas to be compatible in terms of scale, height and proportions with development in the surrounding area.

Setbacks	4.9.1.7	Council will encourage appropriate building setbacks taking into consideration existing setbacks and development of setback areas for pedestrians.
Prominent Sites	4.9.1.8	The design of development in key locations in the Central Area should be given particular design attention, (e.g. lands adjacent to York Boulevard)
Gore Park	4.9.1.9	The area surrounding Gore Park should be given special design attention in order to maintain the sense of enclosure already present and reflect and enhance its human scale.
Links	4.9.1.10	The design of commercial, institutional and recreation nodes in the Central Area should take into consideration attractive streetscaping and pedestrian movement considering the needs of existing and future uses.
Density of Development	4.9.1.11	New development in the form of a variety of densities and heights will be encouraged. However, high-rise development will be discouraged in predominantly low-rise residential areas.
Waterfront Development	4.9.1.12	The design of waterfront development should be compatible with the natural environment and with the adjacent neighbourhood.
Site Plan Control	4.9.1.13	Site plan control will be applied throughout the Central Area for all developments, except one and two-family dwellings.
Commercial Buildings	4.9.1.14	Parking for extended commercial development will be located to the rear of the property. Extended commercial is a category of commercial use generally located along major roads with individual accesses and maximum exposure to the street in accordance with Policy A.2.2.14 of this Plan. Adequate buffering for residential uses adjacent to these parking areas will be required.
Safety, Security and Energy Efficiency	4.9.1.15	The integration of safety, crime prevention and energy conservation measures will be encouraged in new development and redevelopment. Therefore, in accordance with Subsection C.2 and C.8, Council will encourage: (i) safety features for new development, as determined through special study; (ii) crime prevention design features to be incorporated into existing and new developments, such as special lighting, access and openness to public view; and, (iii) energy-efficient construction, heating, insulation, cooling and ventilation systems, layout and design and any other relevant energy-saving techniques to be incorporated in all buildings.

J.A.:NS
CAPIC 4.9

BUILDING GUIDELINES

New Building Development

While programmatic and economic conditions largely determine the locations and forms of new downtown development, co-ordination of setbacks, building heights and facade character will play a strong role in shaping the future of the downtown area.

One of the finest virtues of the study area is the continuous building face or wall along the building frontages. It is important to maintain this continuous pedestrian-related frontage in an interrupted fashion. Therefore, when new developments are considered in the context of a continuous frontage situation, existing setbacks should be observed and designed harmoniously with adjacent structures. In cases where new development does not abut an existing built frontage situation, consideration for setbacks beyond the current building limits may be considered. However, it should be kept in mind that in an attempt to make the downtown area a desirable pedestrian environment - "broad avenues" - are less desirable from the standpoint of the pedestrian than "narrow, intimate, street settings".

Building heights should be taken into account for new development with a view to maintaining as much sunlight at the street level as is possible. This is particularly noteworthy on the south sides of streets which would cast shadows to the north. A clear example of inappropriate response to building height is King Street East in the Gore Park area. A more favourable response would have been to locate the tall buildings on the north side of the street.

We do not suggest creating a height limit, but do suggest a desirable limit would be in the order of 6 storeys, although more storeys could be added if they were stepped back from the road right-of-way.

Controls on building character are difficult at best to control and regulate. However, encouragement should be made by City officials at all stages of the design approvals process to encourage developers and their architects to observe the contextural setting of their developments to be sure that architectural styles are complemented with respect to setbacks, building heights, and street facade design.

From:
Downtown Hamilton Action Plan
duToit Associates Ltd. 1983

J.A.:NS
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4. URBAN DESIGN

Urban design involves the form and appearance of buildings and their inter-relationships. Visual aspects of urban design include massing of buildings, relationship of buildings to each other, appearance of individual buildings, the definition of open space by buildings, and the appearance of open spaces including streets, parks, parking lots and privately owned areas visible to the public.

An important aspect of urban design is the preservation of buildings and conservation of areas with architectural and historic significance to the neighbourhood or city because of age, design, builder, history, association, special character feature or artistic and aesthetic quality. Durand has outstanding buildings and areas of architectural and historic importance. Much of Durand's charm and attractiveness is derived from its older buildings and their settings.

Functional aspects of urban design include pedestrian linkages, integration of the pedestrian and vehicular systems, access to sunlight, shelter from wind, rain and snow, design for crime prevention and design for a livable winter city, which considers the special needs of pedestrians in the winter. Special consideration should be given to the needs of seniors, the handicapped, and users of wheelchairs, carts, buggies and baby strollers.

jective 1 - Application of Urban Design Principles

Durand's character and role should be enriched and expanded through appropriate urban design principles applied in a manner to ensure an attractive environment and economic well-being.

Policies

1. The review of the high density residential districts will give consideration to retention of presently permitted densities at reduced heights for portions of the neighbourhood where lower heights predominate or where there are significant heritage buildings, streetscapes, or views of the Niagara Escarpment which should not be disturbed.

2. Design excellence and co-ordination will be required and encouraged to preserve Durand's existing character. The Urban Design Committee, which is now established and operational, will pursue these objectives.

3. The Niagara Escarpment is a very significant physical feature which enhances the character of Durand. Attempts will be made to preserve vistas and view corridors to the Escarpment as much as possible in all areas of Durand, particularly south of Robinson Street where these views are most critical.

4. The design and siting of new buildings will take into account the manner in which the new buildings and surrounding buildings modify the effects of climate, such as wind, rain, snow, sun, heat and cold. Efforts will be made to mitigate the effects of adverse weather conditions on the pedestrian, to implement the livable winter city concept.

5. The potential shadow effects of new buildings will be studied, to minimize adverse impacts on existing structures and land uses.

6. The human scale (i.e. provision of an environment which is comfortable and attractive for pedestrians and other street-level users) and encouragement of human interaction through building design will be a priority in defining the height, mass, access and amenities of new buildings.

7. Setbacks for new buildings will take into account existing setbacks, and development of the setback area for pedestrians. For high rise residential/commercial developments, consideration will be given to requiring additional setbacks for floors above the sixth storey (approximately the height of mature trees) to minimize the visual intrusion of these buildings as viewed from street level. Landscaping and other amenities can be provided at the setback level. Where residential development is proposed in conjunction with commercial, additional setbacks will not be required for the residential component.

8. The effects of front lawn conversions for parking on the streetscape will be carefully examined before significant additional conversions are permitted. Policies will be established as part of the study process.

9. The tunnel under the TH and B railway tracks at MacNab will be repaired and upgraded to provide an attractive, safe and convenient link between the downtown and the neighbourhood.

10. Wind effects will be studied on streets identified as having wind problems and significant numbers of pedestrians such as Park St. and Bay St. in order to mitigate the effects of wind on pedestrians. Such measures may include landscaping, canopies and wind deflection devices, as illustrated in Appendix F.

11. Crime prevention design will be a priority through introduction of special lighting in problem areas, fencing, increased visibility, participation in Neighbourhood Watch and other programs and liaison.

12. Plantings such as trees on the grounds of Central Public School will be considered, to provide a visual and noise barrier for surrounding apartment residents.

Objective 2 - Preservation of Historic and Architectural Character

The unique historic and architectural character of Durand Neighbourhood will be conserved and enhanced. New development will be compatible with historic and architecturally significant buildings and areas to create a cohesive environment sensitive to the texture of the old while meeting the needs of present and future users.

Policies

1. Landmark buildings will be preserved, restored, enhanced and designated under the Ontario Heritage Act, where appropriate. Other important buildings should be retained wherever possible. Priorities for protection will be based on the significance of the building in architectural and historic terms, the threat of demolition and the willingness of the owner to comply with protection by means such as designation. The existing streetscape formed by landmark buildings and other important buildings in conjunction with surrounding trees and landscaping will be retained.

2. Districts of architectural and/or historic value will be conserved and enhanced. Small areas of predominantly residential use will be identified for study. Policies developed will elaborate on the planning framework of the Durand Neighbourhood Plan with an emphasis on conservation of heritage attributes. Priorities for study as heritage conservation districts will be based on the historic and/or architectural significance of the areas, the threat of destruction and the willingness of the owners to comply with protection.

3. Conservation measures for James Street South will be considered as part of a study examining other urban design matters, land use and movement. In the interim new development on James Street South will be restricted to infilling and minor changes which reflect the character of the older buildings. The existing streetscape will be retained where several attractive buildings form a desirable view.

4. Appropriate innovative combinations of old and new buildings will be encouraged as an alternative to demolition and comprehensive redevelopment. New buildings in the vicinity of heritage buildings and areas will be compatible in scale, height, proportions, material and style.

5. Appreciation of Durand's architectural heritage in Durand will be improved through means such as a public awareness program.

6. The increasing importance of heritage conservation will be recognized in planning decisions although other planning objectives will be given due consideration.

7. An attempt will be made to strengthen incentives and controls for building and area conservation.

MINUTES

CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

City Hall, Room 264

Tuesday, July 10, 1990

MEMBERS ATTENDING

Rev. Charles Forsyth	CAPIC, Chairperson
Gil Simmons	CAPIC, North End Neighbourhoods
Russell Elman	CAPIC, Durand Neighbourhood Association
Kay Nolan	CAPIC, HWRCSSB
Diane Dent	Urban Design Committee

STAFF

David Godley	Local Planning, Neighbourhoods
Vladimir Matus	Local Planning, Urban Design
John Sakala	Local Planning, Urban Design
Nina Chapple	Local Planning, LACAC
Neely Law	Local Planning, Neighbourhoods

INTRODUCTION

David Godley began the meeting with introductions of committee members and re-stated the purpose the meeting was being held.

Vladimir Matus gave an introductory speech outlining what elements should be addressed when determining identity areas. The elements include the environment, movement, height and the pedestrian.

ENVIRONMENT

The Central Area was divided into three sections for reasons relating to the natural features, the Escarpment and the Bay (see attached map).

Section 1: Queen Street to Victoria Avenue from the Waterfront south to the CN Railway lands. The guidelines developed for this section should relate the urban form to the Bay.

Section 2: Queen Street to Victoria Avenue from the CN Railway lands to Hunter Street. Guidelines in this section should reflect intense development.

Section 3: Queen Street to Victoria area from Hunter Street South, south to the base of the Escarpment. Guidelines should be developed in order that the urban form relate to the Escarpment.

MOVEMENT

It was accepted by the committee as a general rule to designate the north/south corridors for pedestrian usage and east/west corridors as vehicular priority routes.

The north/south streets were selected for pedestrian routes due to greater potential to provide a comfortable pedestrian environment because of one hour sun access and possible sociological affects of the sunshine.

Exceptions to the general rule would be the exclusion of Gore Park and King William Street as vehicular throughfares.

It was suggested that HSR improve the co-ordination of north/south and east/west routes.

James Street should be specifically addressed when selecting identity areas as it is a major access point to the Central Area.

The Ferguson Ave. area in Section 2 should be identified for residential development due to the fact of its potential and underutilization for residential use.

HEIGHT

Urban design guidelines for each section should include height limitations in order to preserve and protect views and vistas of natural features.

Height regulations are of primary importance in the Central Area as many sites are open for development; St. Mark's Church (pending OMB decision in August), expansion of the Regional Tower behind City Hall, TH&B Station, and the Railway lands in the south-eastern portion of the Central Area.

GENERAL COMMENTS

Without adhering to urban design guidelines, future implementation of guidelines for the Central Area may be jeopardized.

Vladimir Matus stressed and the committee agreed that commitment to specific areas and application of policies is essential for the Identity Areas and the related guidelines to have any political value and strength.

Four general Identity Areas were labelled. They are as follows:

(1) James Street North encircling the CN Railway lands;

(2) Ferguson Avenue area including King William Street;

(3) CBD Study Focus Area; and

(4) the area of City Hall and Central Public School.

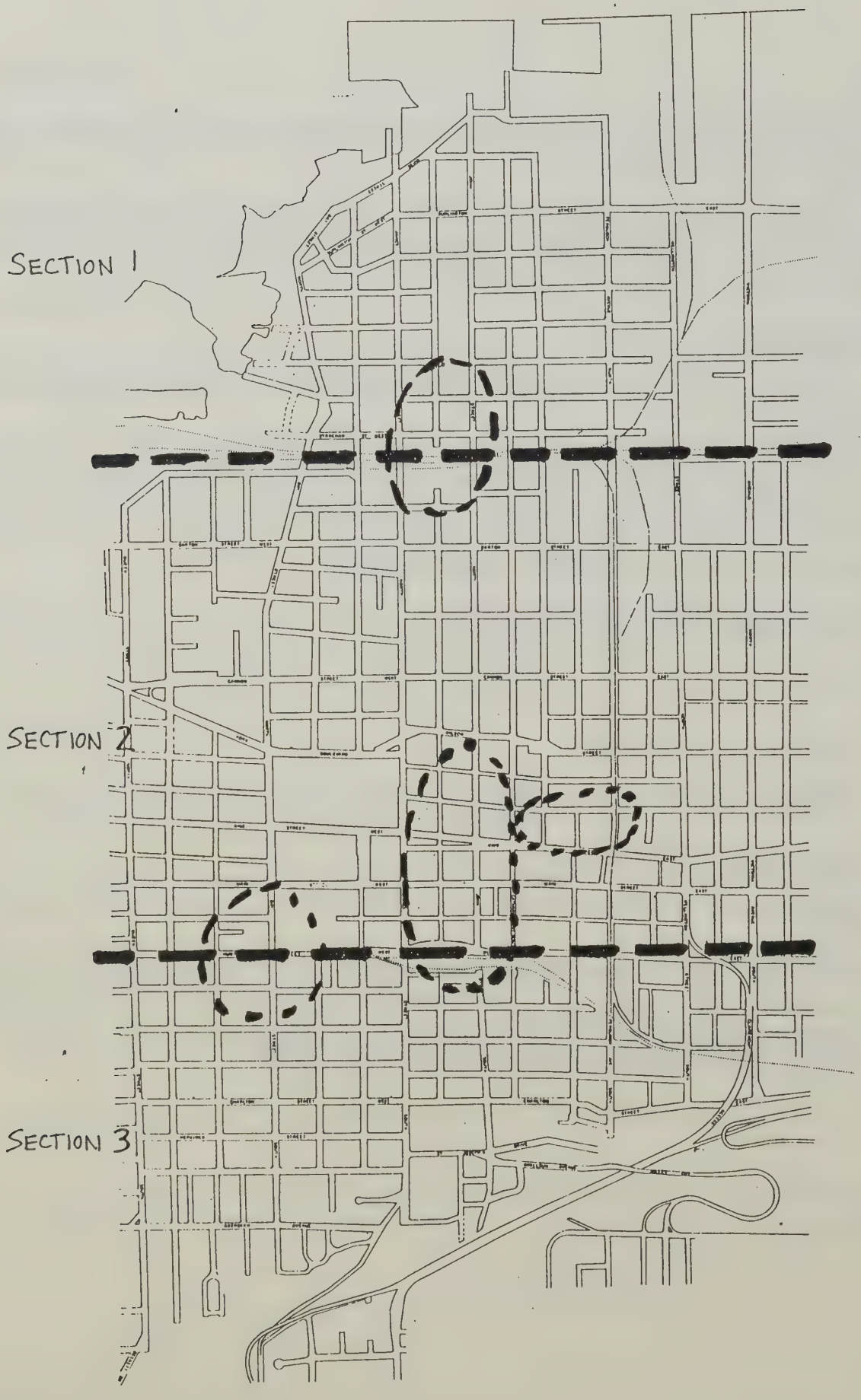
Refer to the attached map for locations.

Next Meeting

The Planning Department will elaborate on the work of the Committee and make a presentation at the CAPIC meeting on Friday, September 14 after cirulating proposals to those attending. They will also prepare general urban design guidelines for the whole of the central area and relate these to Central Area Plan, Downtown Action Plan and Durand Plan Urban Design Guidelines.

N.L.:ns
A:\CAPIC.MIN

CENTRAL AREA: GENERAL IDENTITY AREAS AS IDENTIFIED BY MEMBERS



Pending Items

- CAPIC Brochures
- Health Building, Hunter Street
- N.E.C. control areas
- Central Area Plan Approval
- Information Systems
- Regional Headquarters
- James Mountain Road/Regional Transportation Study
- Institutional Uses
- Truck Routes
- Public Image
- Foundation Funding

The Spectator September 12, 1990

Public meeting slated on Crystal Palace plans

A PUBLIC meeting to outline plans for the Crystal Palace — a $6-million floral showcase proposed for a site across Main Street from Hamilton city hall — is tentatively scheduled for 7 p.m. Sept. 27 in the council chamber.

Suggestions made at the meeting will be considered before council's parks and recreation committee is asked to approve the project.

Alan Paterson, director of the Royal Botanical Gardens and a member of the Crystal Palace subcommittee, suggested yesterday that there might be an opportunity to provide inviting new entrances to Hamilton Place, the convention centre and the art gallery, which adjoin the site.

"The art gallery's entrance is strange and the convention centre and Hamilton Place are impossible to find, as the city knows and all residents know."

"There could be an opportunity here to combine all three in an interesting and exciting way; the site offers enormous possibilities."

Alderman Tom Jackson declared himself "fully on board," but warned committee members not to make the plans too grandiose.

Chamber suggests waterfront offices

By Stephen J. Cook
Staff Writer

The region and city should consider a municipal complex on the harborfront to spur development, says a chamber official.

Don Luzzi, president of the Hamilton and District Chamber of Commerce, believes with local government offices located along the waterfront, other companies might be encouraged to follow suit.

The chamber will soon be relocating its headquarters from Jackson Square downtown to the Yacht Club on the waterfront. The chamber has signed a seven-year lease, with an option to stay three years longer.

"We know the region is looking at a new headquarters and one option is to build behind the present city hall site. But the two governments could consider moving to the waterfront as a means of enhancing the west end of the harbor area. Stelco has said it will get out of its Queen Street plant, making the location available eventually," Mr. Luzzi said.

He added development of the Perimeter Road "can offer a good tie-in to the harborfront and can allow us to be creative with this natural facility."

The chamber will convey its thoughts to all levels of government and suggest the idea be explored, he said.

"I realize there are downsides to everything. But a new civic centre could be a catalyst in getting the area developed. Unless we explore ideas like this, we'll never move forward," he said.

Response cool

Although Mr. Luzzi is openly enthusiastic about the waterfront complex, initial reaction

See DOWNTOWN/page 18

Downtown better suited for headquarters

Continued from Page 16

from a couple of regional councillors is cool.

"Why didn't the chamber come up with this idea years ago?," asked veteran politician Fred Lombardo. "They know that you have to plan ahead. I wouldn't look at this idea at all. I can't put much faith in the chamber's ideas."

Mr. Lombardo said regional councillors are waiting for the results of a lawsuit filed by a developer who had planned to lease space to the region. The region backed out of the deal because of concerns about the cost.

"Right now our plans for new headquarters are in limbo," Mr. Lombardo said.

Councillor Dominic Agostino said the idea is "interesting," but adds the harbor would require a "substantial cleanup" before major projects could be considered.

He added the downtown core is better suited to accommodate a civic complex.

"Most major cities have their administrative complexes downtown. Once the harbor has been cleaned up, I think we should use the waterfront for recreational purposes.

"Toronto has destroyed its waterfront with commercial development and I don't want to see the same thing done here," he said.

Corporation of the City of Hamilton

Memorandum

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TO: All Attendees

YOUR FILE:

FROM: C. Firth-Eagland
Development Co-ordinator, Parks

OUR FILE: 90-Gore
PHONE: 546-2465

SUBJECT: Gore Park Review Team
Meeting - August 23, 1990

DATE: 1990 September 5

PRESENT: Bob Chrystian, Dennis Arnott, Peter Booker, Chris Firth-Eagland, Jacqueline McNeilly, Jim Pook, Lawrence Stasiuk, Margaret Walton

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1. The purpose of this meeting was to initiate the establishment of an Adhoc Committee for a comprehensive review of Gore Park as directed by DAPCOM (July 12, 1990) and to recommend modifications which would improve the aesthetics and use of the park, reduce maintenance, and improve user safety.

2. It was agreed to develop an In-house Multidisciplinary/Multidepartmental Urban Design Team to deal with all issues regarding the park.

3. The following work program was proposed.

   a) Inventory the problems - photos, markup plans, report
   b) Identify who's involved
   c) Prepare "Remedial Action Plan"
   d) Determine costs and implementation strategy

4. The following schedule was proposed.

   a) List of problems and costs by Parks Division for September 7, 1990
   b) Report to DAPCOM on September 13, 1990
   c) Meeting with all interest groups on September 14, 1990
   d) Preliminary report to Parks and Recreation Committee - end of September
   e) Draft program of action - Mid October
   f) Final Report to Parks and Recreation Committee - end of October

5. Action required

   Dennis Arnott and Jim Pook - Prepare list of all maintenance and operational problems, suggested solutions and cost estimates for September 7, 1990 meeting.

Chris Firth-Eagland and Jacqueline McNeilly - Prepare list of potential urban design team members. Prepare preliminary report for Parks and Recreation Committee.

6. Next Meeting: Friday, September 7, 1990, 1:00 p.m.
Department of Public Works, Chedoke Yard
approximately 2hrs.

C Firth-Eagland

LS/mc

M I N U T E S

TO: Gore Park Review Team

FROM: Mr. C. Firth-Eagland
Development Co-ordinator, Parks

SUBJECT: Gore Park Review Meeting, September 7, 1990

PRESENT: Bob Chrystian, Dennis Arnott, Peter Booker, Chris Firth-Eagland, Jacqueline McNeilly, Lawrence Stasiuk, Margaret Walton, Steve Barley

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The purpose of this meeting was to review the tasks assigned during the initial meeting, in preparation for forwarding the Parks Division's perspective to the Gore Park interdepartmental review team.

Prior to progress reports, Mr. Steve Barley reviewed a proposal to upgrade electrical services in the park during 1990.

This project is divided into two parts, those being:

1. Increase electrical capacities in Block 1 via new conduit and wiring from the hydro vault to the garden area east of the Queen Victoria statue. This work will proceed according to Mr. Barley's schedule.

2. An additional 8 uplighting units similar to those previously placed in the park are scheduled for installation. This work has been postponed subject to the completion of the parks review.

Staff members reviewed their respective areas of responsibility within the park and identified current problems which are having substantial impacts upon their operating budgets.

Parks Horticulture

1. Fountains - The fountain in Block 1 was identified as a major problem. The complex electrical and mechanical system of automated water level controls, wind sensor controls, relays, solenoids, etc., is repeatedly broken down. Local service reps. including the original installer, have been unable to solve the on-going problems, satisfactorily.

   There has been approximately $10,000 spent this year on the system and for the 2nd year in a row the fountain has been non-operational for a major portion of the season.

Staff members identified the water feature as an important part of the park and recommend that the fountain be intensively reviewed towards providing a reliable, interesting display with low maintenance requirements. This could involve retaining a capable consultant to complete the review, replacing some of the complexities in the existing system and possibly contracting out the ongoing maintenance programme.

2. Perimeter Plantings - The existing perimeter plantings are not providing a good show. The poor quality of the soil in shrub and flower bed areas is the main factor. The heavy clay loam soil is, in many instances, graded to a level much higher than the adjacent walkways. The erosion runoff onto the walks is unsightly and the grading does not allow water percolation into the planting beds. Since the soil grading is dependant upon the elevation of the tree root balls, lowering of the soil is not possible. A retaining system adjacent to the walk will be investigated. In addition soil replacement and a new planting scheme with more suitable plant material has been recommended.

3. Trees - Those trees which have been planted into tree pits in the walkway areas are under extreme stress and many have died. A new planting specification is now being prepared which, when utilized, will allow greater air and water circulation to the tree roots.

4. Turf Wear - The turf is worn out each year in many areas through out the park. Salt damage and foot traffic are the main factors. An ongoing replacement programme was identified as the most suitable solution. The area adjacent to the bus stops in Block 1 will be considered for other treatments rather than turf.

Parks Maintenance

The main problem affecting this section is the condition of the walkways throughout the park. There have been continuous repairs required each year to replace lifting and spalling stones. There are many claims against the City each year from pedestrians who suffer falls as a result of the uneven surface of the walks. Improper expansion joints in the base slab cause the veneer of flagstone to shift, crack and loosen during periods of temperature related contraction and expansion. Salt damage and poor stone quality were also identified as factors in the poor condition of the walks.

The walkways will be reviewed thoroughly as the problems experienced in this aspect of the park appear to be the most serious and costly to remedy. Alternative construction techniques and a programme for implementing any changes will be considered.

Other aspects in the parks ongoing maintenance are satisfactorily covered within the operating budgets. Parks Maintenance indicated a desire to assume full responsibility for the Cenotaph monument and drinking fountains. This will be forwarded to Property Maintenance for their consideration.

Action Required

Parks Horticulture:	- soil sample analysis from areas considered for soil replacement.
	- details with respect to locations, quantities and costs for soil replacement and revised planting schemes.
Parks Maintenance:	- review all repair work to walkways since 1984 to include costs, lifespan of areas previously repaired.
Park Development:	- review lighting options such as uplighting, string lights, standards.
	- review retaining wall options for use in separating shrub beds from walkways.
	- prepare specifications for tree pits and tree grates for trees planted in walkways.
	- prepare designs for garbage containers, information kiosks.
Community Development	- Research electrical and mechanical plans for both fountains. Original proposals and as-built drawings are required.

Next Meeting - September 14, 1990, 9:30 a.m. in Room 219

Chris

FOR INFORMATION

REPORT TO: Ms. L. Dale, Secretary
Parks and Recreation Committee

FROM: Mr. J. G. Pavelka, P. Eng.
Director of Public Works

DATE: 1990 September 7
COMM FILE:
DEPT FILE: 90-Gore

SUBJECT: Gore Park Review

BACKGROUND:

At the July 12, 1990, meeting of the Downtown Action Plan Co-ordinating Committee a decision was reached, to table the HSR's proposal for bus shelters in Gore Park. This decision was based, in part, on a request from the Public Works Department for time to complete a comprehensive review of Gore Park.

The intention of this review is to allow staff members from the Parks Division, in conjunction with representatives from various Departments and Committees, an opportunity to jointly consider the current status and future of Gore Park. There have been a considerable number of developments within Gore Park, since it's re-development in 1984.

These developments have had an impact upon the function, programming and aesthetic characteristics of the park and ultimately these changes have a significant impact upon the operating budgets of the departments involved in maintaining this site.

Due to the unique role that Gore Park plays in this community, a multi-disciplinary approach to evaluating the existing conditions and to setting guidelines for any future changes or remedial work, will be taken so that any change or enhancements can proceed in a coordinated fashion, if appropriate funding is approved by the Committee.

An initial meeting of Public Works and Community Development staff was held on August 23, 1990 to discuss maintenance issues and site conditions.

A second meeting has been scheduled for 9:30 a.m. September 14, 1990, in Room 233. At this meeting there will be representatives from D.A.P.C.O.M., CAPIC, LACAC, Veterans Committee, Urban Design Committee, Downtown Promenade BIA, Public Works, Community Development, Property Maintenance and Culture and Recreation Departments. The perspectives of the various agencies will be discussed, in order to establish a work programme for completing the park evaluation.

It is anticipated that a series of meetings of this 'ad-hoc' Gore Park Review Team, will be completed this fall.

Updates on any progress made will be forwarded to the appropriate Committees, on a regular basis.

Should you require additional information, please contact Mrs. J. McNeilly at 546-2754 or Mr. C. Firth-Eagland at 546-2465.

J. S. Pavelka

CFE/mc

cc: - Mrs. S. Reeder, Secretary, Planning and Development Committee
- Jan Pacey, Secretary, DAPCOM Committee
- J. McNeilly, Community Renewal Office

year-old student accused of distributing "stolen" electronic documents, fell embarassingly apart in court in July—when allegedly stolen "secrets" turned out to have been publicly available.

But raiding hackers also poses questions about the regulation of the electronic world. What, for example, constitutes electronic "free speech"? In some raids, police have seized electronic bulletin boards on the grounds that hackers have used them to trade illicitly-obtained information and to swap hints on hacking. But nobody would dream of seizing a printing press.

Mr Terry Gross of Rabinowitz, Boudin, Standard, Krinsky and Lieberman points out that the papers stolen from the Pentagon by his firm's former client, Mr Daniel Ellsberg, were printed in the *New York Times* and *Washington Post* without any hint that the newspapers might be prosecuted. Other cases have upheld the right to print, on paper, "how-to" guides for acts most people would not want to see encouraged—including a guide to bomb-making and urban terrorism, popular in the 1960s, called "The Anarchist's Cookbook". Mr Gross is now keeping his eyes open for a case that will let him test in court how far the right to publish extends to electronic media.

As the late Mr Ithiel de Sola Pool, a scholar of telecommunications at the Massachusetts Institute of Technology, argued in his book "Technologies of Freedom", constitutional guarantees of free speech have not been applied to electronic media in the same way as print. For the printed word, lawyers have always taken literally the First Amendment's command that "Congress shall make no law...abridging the freedom of speech or of the press...".

Television and radio, by contrast, rely on a resource in short supply—the radio spectrum. It is up to the government to decide who gets space in the spectrum to speak out. And among the criteria which regulators can take into account in licensing broadcasters is the extent to which their views and concerns reflect those of the majority of the people. Telephones face a different sort of regulation. Though the government does not concern itself with the content of telephone calls, it does set standards for the quality of service which telephone companies provide—and, to help do that, it regulates what sorts of equipment can be connected to the network.

Which, if any, of these three regulatory models apply to electronic networks is likely to be one of the trickiest, and most consequential legal questions of coming decades. To promote debate, Mr Mitch Kapor—who became extremely rich with the success of his Lotus 1-2-3 spreadsheet—has founded the Electronic Frontier Foundation to lobby politicians and support lawyers looking to test the constitutional issues in court. While the prosecution of a teenager who prefers to be know as "Zod" or "Acid Phreak" in his spare time may seem an odd place for the setting of precedents in constitutional law, the pursuit of hackers may well do so—though, sadly, the cases will probably go into the books under the hackers' real names.



The sheep of things to come

Town planning

Where it works

PORTLAND, OREGON

Architects and town-planners think highly of Portland, in Oregon. It is one of the few cities that survived—indeed, was enhanced by—urban renewal

MR PADDY TILLETT, an urban planner, had learned to expect the worst from American cities: sprawl, relentlessly geometric street grids, the dominance of the car. So when he moved from Cologne, in Germany, to accept a job in Portland, Oregon, in 1982, his expectations were low. But Mr Tillett found an almost European city. Its scale and density felt familiar. He is one of a growing breed of Portland fans.

Two decades ago Portland was a dingy backwater. Since then it has emerged as a planning paradigm that cities from New York to San Francisco are trying to emulate. It has revived its historic district, wrested its Willamette River waterfront from the grip of what Mr Tillett calls "the demon auto," built a successful mass-transit system and nurtured some of the best architecture in North America. Portland is, in the words of one architectural magazine, "the quintessential humanistic twentieth-century city."

How Portland achieved this state of urban grace is a tale made up in equal parts of design and accident. One accident was the site picked for the city by the New Englanders who settled it. Tucked between rolling, forested hills and a bend in the Willamette River, the city was forced into a compact shape that followed the contours of the land. Another fluke was the small, 200-foot blocks selected for the nascent town. Intended to create more high-priced corner building sites, they also ensured that some 40% of the city centre was given over to streets and public rights of way. Portland is devoid of the concrete canyons that characterise San Francisco or Manhattan.

In the past two decades Portland has been more deliberate in its self-definition. One key player was Neil Goldschmidt. Now governor of Oregon, Mr Goldschmidt was a curly-haired 32-year-old lawyer when he became mayor of Portland in 1972. But he had the good fortune to take over only four days after the city council had approved a plan dealing with problems then bedevilling Portland: the loss of retail trade; the separation of the city from the waterfront by a six-lane highway; the city's metamorphosis into an office ghetto, empty after 5pm.

Mr Goldschmidt used the plan as a springboard to more far-reaching changes. He scrapped a proposed freeway and threw the money into a bus mall. He rejuvenated the city's Design Review Committee and gave it broader authority to prevent such eyesores as the 42-storey First Interstate Bank tower, a bit of white marble kitsch built to howls of protest in 1970. And he jawboned retailers into staying when they felt the urge to flee to the suburban malls.

One of Mr Goldschmidt's main deci-



Brick wins, concrete loses

sions was to change the job of the Portland Development Commission, a quasi-public agency founded in 1958 as the city's urban-renewal arm. He saw to it that the commission put its powers of condemnation and development-financing to better use, knitting city districts together instead of sanitising "blighted" areas. Since then, the projects the commission has had a hand in—such as Pioneer Courthouse Square, or the recently completed RiverPlace condominium complex—have been light-years beyond the usual products of bureaucratic planning. Portland is one of the few cities where the words "urban renewal" are not met with hoots of derision.

Portland's greatest success has been with transport. First came the Goldschmidt-driven Transit Mall, a brick-paved bus-only boulevard completed in 1978. Next came Metropolitan Area Express, a $210m light-rail system stretching 15 miles to the east. Decried as an expensive fiasco before it even opened, MAX, as it is called, confounded its critics. Ridership averages about 21,000 a day, nearly twice some pre-MAX estimates. In November Portlanders will vote on a $650m western extension of MAX.

MAX and other public amenities laid out during the 1980s have given impetus to the private sector. Pioneer Place, a retail and office complex built by the ubiquitous Rouse company, opened earlier this year on two downtown blocks. The city is also the site of the $85m Oregon Convention Centre, opening in September. Topped with two futuristic glass towers, the centre will put Portland on an even footing with its neighbours Seattle and Vancouver for that modern essential, the lucrative convention trade.

Portland is a handsome place. Local architects' designs for a performing arts' centre, a new research centre for the Oregon Health Sciences University and the Lloyd Centre Cinema have all drawn national attention. Even the city's Justice Centre (read: jail) has appeared on the pages of *Architectural Record*.

Certainly, Portland has stubbed its collective toes a few times. Two years ago the city commissioners voted against an opportunity to move a section of interstate freeway that now clogs the east bank of the Willamette River, directly across from the city centre. Despite its transit successes Portland's system is still rudimentary compared with those of most European cities. And a recession during the 1980s left its scars. Parts of the city centre have kept what the *New York Times*'s architecture critic Mrs Ada Louise Huxtable once decried as a "gap-toothed look."

Still, Portland has captured more ground than it has lost in the war between urb and suburb. It may be that the city's attention to the dreaded word "infrastructure" has helped lead its recovery from the past decade's recession. Companies such as the sports-shoe giant Nike have elected to stay near Portland, in part because of the city's comfort. Its attractions have lured a spate of immigrants from California and elsewhere. While mildly resented in a city that remains a touch parochial, they have bolstered a sagging property market and buoyed the business climate.

Portland's successes have made it a model other cities hope to emulate. Zimmer Gunsul Frasca Partnership, the Portland architectural firm Mr Tillett works for, has found that its work in (and association with) Portland has made it attractive to clients in cities such as San Francisco, Chicago and New York. And urban delegations from dozens of American cities—and also, in recent months, from the British cities of Manchester and Leeds—regularly troop through Portland, looking for inspiration.

It has been suggested that the majestic downtown that defined American urbanity in this century is a brick brontosaurus, soon to be shoved aside by the smaller, speedier "technoburbs". Not Portland.

Messy loggers welcome

SEATTLE

LOGGING is not a subtle craft. A big chain saw cuts through a 200-year-old Douglas fir in seconds. Gravity does the rest. Then the bulldozers move in to yank out the felled trees, clear the slash, burn the rubble of a forest. Once the loggers have left, not much remains. "Clear-cuts" are aptly named.

But now foresters in Oregon and Washington are trying something different: "new forestry." The principle is this: Instead of stripping harvested areas down to the bare ground (for easier replanting), a mess is left behind. Old standing trees, hollow sun-bleached trunks called "snags" and debris from undergrowth and fallen timber remain after the loggers leave. The old trees encourage genetic diversity by adding their own offspring to the new plantation; the snags offer hidey-holes for squirrels and owls; the ground litter in time decomposes and fertilises the whole process.



Owl holocaust

New forestry, a variation on techniques employed in Germany for two decades, has caught the attention of west coast foresters because of cuts in tree harvesting made to save the endangered northern spotted owl. The technique is seen by its advocates as a way to permit tree-cutting while not wiping out animal species. New forestry, they say, mimics the natural process that occurs when a forest regenerates after a storm or a fire.

Perhaps. Test plots employing new forestry are under development on national forests in Oregon and Washington. But it will be ten years before its efficacy is known. Its detractors grouse that new forestry will reduce timber harvests and increase accidents.

Even new forestry's proponents concede that it will not be a panacea for an industry traumatised by a fierce new desire to preserve forests. But clear-cutting as it has been practised for the past 50 years has left many of the west coast's forests of fir, redwood and cedar ugly checkerboards of barren land that take years to turn green. Its side-effects—erosion, wind damage to adjacent timber stands, sun-warmed waters in salmon-spawning streams—make it difficult to justify the practice any longer. New forestry might put velvet gloves on the lumberjacks.



PETER HALL'S

PLANNING WORLD

The Fastest Thing on Earth

"Bienvenue au TGV Atlantique, le premier train du Monde". The quiet announcement on the public address system is, if anything, an understatement. The *Atlantique* is not only the top train in the world; it is also literally the fastest thing on earth. No ordinary mortal, apart from a few racing drivers, has ever travelled at this speed on land before.

The train, which has operated regularly between the Gare Montparnasse in Paris and Le Mans for a year, runs at a sustained speed of 188 miles an hour, considerably faster than a jet plane at take-off. It covers the 124 miles between Paris and Le Mans at an average start to stop speed of 147 miles an hour: nearly 50 per cent faster than British Rail's fastest scheduled services on the Western Region or the East Coast Main Line. And this is not an isolated special event by a special train: the *Atlantique* has no less than 20 coaches with a capacity of some 400 passengers, and something like 30 operate each day in each direction.

The speed of light

It is an uncanny experience, difficult to describe without becoming a candidate for *Private Eye*'s 'Bores of the Year', which has already featured a TGV enthusiast. The train is almost menacingly silent. Powered by four huge electric locomotives, it gathers speed so insidiously that it gives little sense of motion. Once through the long tunnel under the suburbs of Paris – a concession to the environmentalists – it runs through the open field country which somehow swallows speed. Only when the train runs next to the parallel *Autoroute d'Aquitaine* does the traveller receive a sudden shock, seeing what appear to be a line of broken-down trucks. They are not broken down at all; they are travelling at 60 miles an hour. The train leaves them frozen in illusory immobility as it passes at three times their speed.

This month, the SNCF completes the system: a longer branch opens, south-westwards to a by-pass of Tours, from which the trains will continue onwards to Bordeaux and Toulouse. These places constitute an area of France that, over 40 years ago, formed the burden of a celebrated book by the French geographer John-Francois Gravier: *Paris et le désert Francais*. Paris, Gravier argued, had sucked the life blood from the French provinces, leaving the whole of south-western France – the area south of the Loire and east of the Rhone – a kind of economic desert.

His book had a profound impact. In the mid-1960s, the Government of de Gaulle introduced its policy of *métropoles d'équilibre*, balancing metropolises, which would build up the major cities of provincial France into true counter-magnets to the capital. No less than three of them – Toulouse, Bordeaux and Nantes-St Nazaire – were located in the French desert. And from this month the *Atlantique* will serve all three, dramatically slashing journey times between them and Paris. Appropriately, construction of the *Atlantique* has been subsidized by EEC regional development funds.

The next great TGV project is likely to be the most significant of all. The *TGV Nord* is already under construction from the Gare du Nord in Paris to Lille: another example of the French penchant for using the TGV as a means of regional development, for this is capital of France's depressed coal and steel region. At Lille, thus poised to become the Crewe of the European TGV network, it splits into two: one arm going on to the Channel Tunnel, the other to the Belgian frontier and thence to Brussels and Cologne, with a branch to Amsterdam. It is this line, of course, that is meant to connect through the tunnel with British Rail's non-existent high-speed link.

Competing with air

Just because it is a TGV, it will be able to get to London at whatever speed BR is capable of allowing it to achieve. But the real point is its ability to compete with air, and here the lack of the British link will prove fatal. Because of the geography of this densely-populated corner of Europe, the TGV is potentially capable of taking a very large part of the existing inter-city air traffic up to a critical limit of about 600 miles. But it will do so only if it achieves something like its maximum potential, meaning that it will have to run at TGV speeds most of the way. The loss of the link, plus the slowing of trains through the tunnel itself to 100 miles an hour, means that London to Paris will still be some three hours against a potential two and a half. Such differences are critical in the competition with air.

London will thus pay a double penalty. First, its travellers will continue to travel by congested short-distance air links which are incapable of functioning efficiently, and which badly need clearing out in order that the airlines and the airports can concentrate on the job they can do well, which is longer distance traffic. The French, who appreciate this fact very clearly, are already planning to link their TGV lines via a bypass – the *TGV Interconnection* – east of Paris, which will directly serve Charles de Gaulle airport. Around the airport, they plan a major development pole; it is already a forest of developers' signs.

Secondly, just because it is functioning so poorly in competition with cities on the European mainland, the danger is that London will be left out in the competition to become number one European city after 1992. This is not an idle threat. The French, in their new *Livre Blanc* which presages the structure plan for the Paris region, earlier this year made it quite clear that this was their intention. London has been warned.

The fact is that the TGV is not just objectively the fastest thing on earth; because of that fact, it will soon come to have a uniquely attractive psychological quality. Just as cities compete to be on the thin blue line on the map that represents a motorway, so they will compete to be on the TGV. Amiens, which lost out to Lille in the battle for the *TGV Nord*, has already been told that it will get a consolation prize in the form of a direct cut-off to the tunnel – which incidentally will further slash journey times to London. And, just for this reason, it is just possible that all the forecasts for TGV traffic through the tunnel will prove wrong. Just like the M25, the TGV will generate its own traffic.

Outside the circle

That matters not only for the eventual decision on the link from the tunnel to London; it matters for the onward connections to the British provinces. There, even British Rail's new Inter-City 225 service, operating at 140 miles an hour to Leeds and by 1994 to Manchester, will still be 50 miles an hour slower than TGV. The real risk is that Britain's major provincial cities will be perceived as outside the charmed circle of the core TGV cities: London, Paris, Brussels, Amsterdam, Cologne, Frankfurt. They will become *le désert Anglais*.

To avoid this fate, first priority should be a link fromLondon to the tunnel that is not a super-high cost substandard line, as was the project now mercifully cancelled – it would have allowed only British Rail's 140 mph speeds – but a true TGV. This means a close look at the rival projects from commercial consortia, which BR have now agreed to evaluate in comparison with their own schemes. It also means a push to build a real TGV onward from London to Manchester, as now proposed by the Labour party, rather than BR's proposal to revamp the existing line.

In the 1930s, when far seeing pioneers proposed motorways for Britain, the then government failed to act. We paid dearly. Now, we could be making the same insular mistake all over again.

Peter Hall is Director of the Institute of Urban and Regional Development, University of California, Berkeley.

squabble, he gave in most of the way—winning, in exchange, the legislators' agreement on the building of yet more prisons.

This November will see an expansion of the initiative boom. Voters will face 18 measures, some of them pushing the restrictions on the process of government to new extremes. And they are confusing. Special-interest groups threatened by proposals—the timber industry by a measure to save old forests, the drink industry by a tax increase on alcohol—have drafted counter-measures to appear on the same ballot. And some are just plain impossible: the proposal, for instance, that no special taxes should be levied without a two-thirds approval from voters.

These voters turn out to be a rather select group. Mr Mervin Field, who runs the California Poll, has noticed a steady decline in the number of Californians who actually vote. And, of these, four out of five are white, a third are over 60, and 42% have incomes of $40,000 or more.

Politicians talks in whispers of ways to check the enthusiasm for initiatives, and the collision of direct with representative government. But none of them has yet had the courage to lead an attack on the direct-voting system.

Lexington has gone on holiday for a month.

Burying Boston's ugly artery

BOSTON

BEFORE Mr Tip O'Neill resigned as Speaker of the House of Representatives, he fixed a retirement present for his home town. The 1987 Surface Transportation Act gave Boston enough money to push ahead with the construction of an arterial tunnel designed to ease the traffic along seven miles of downtown roads. Work will start next spring. Despite a host of unanswered planning questions, objections have been muted; two days of hearings in June were recorded in a modest (by public-inquiry standards) three volumes.

By 1998, if all goes according to plan, an ugly green two-mile elevated section of Interstate 93 which slices through the heart of Boston will have been sunk into a tunnel and covered by housing and open parkland. A new approach road to Logan airport, and a third tunnel across Boston harbour, will have been built. "I dig . . . the Central Artery/Tunnel", say the bumper-stickers. The alternative, say the planners, would be a sclerotic 14 hours a day in traffic jams by the end of the century.

Even while they were building the elevated artery in the mid-1950s, engineers seem to have realised that they had made a mistake, aesthetic and otherwise. The planned capacity of 75,000 vehicles a day had been reached by 1959. This year it is estimated at 190,000—the heaviest usage of any American highway. With its numerous and dangerous exit and entrance ramps, Boston's central artery has an accident rate two and a half times the national average, and spends about six hours a day in gridlock.

Boston has a long tradition of fighting new road construction. As in many American cities during the 1960s and 1970s, local residents and environmentalists blocked the completion of the federally-funded interstate system, and saved their inner city from being bulldozed for the benefit of suburban car drivers. They managed to get some of the road-building money reallocated to subway and commuter-rail services. In the forefront of this battle was Mr Fred Salvucci, an activist from working-class East Boston.

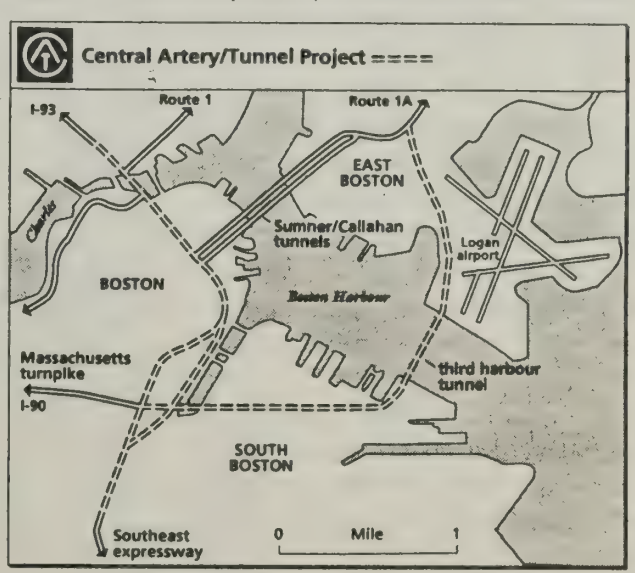
But now the Massachusetts commissioner of transport, and the mastermind of the artery-tunnel, is none other than Mr Salvucci. When his former colleagues call him a traitor, he replies that the new tunnel is not destroying houses but crossing empty airport land. He claims that most of the finance, estimated at more than $5.7 billion by completion date, will come from federal coffers, and that the project will boost the the state's sagging economy with over 10,000 jobs and a yearly $450m in additional sales.

Although the artery is certainly ugly, says one local, the city has adapted to it like a healed scar; the popular Faneuil Hall shopping area has thrived in its shadow.But not everyone is impressed. As a sea-port built on marshland, Boston has an enormous rat population, which many local residents fear will be disturbed and disgruntled. Two districts, Chinatown and the Italian North End, face the prospect of tremendous noise and dirt during construction.

The New England Sierra Club, which at first approved of the project, worries that car-exhaust fumes could be dangerous both inside the tunnel and in the areas where they are vented through seven tall chimneys. They also say that emptying much of the stuff excavated during construction on to Spectacle Island, an abandoned dumping site in the harbour, will destroy marine resources. And Cambridge, the Boston suburb that houses Harvard University, is alarmed that sinking the road in one place will cause it to pop up elsewhere; an enormous ten-storey spaghetti interchange called "Scheme z" is slated for the adjacent north-west bank of the Charles river.

Critics suggest that the artery-tunnel will fall victim to the classic "you build 'em, we'll fill 'em" maxim: new roads generate new traffic, and create as much congestion as before. They say a new out-of-town airport would make more sense, or better routes around the city. Mr Salvucci mouths the usual vain hopes of luring people out of their cars with better public transport and a freeze on new parking spaces.

Mr Salvucci has been pursuing his vision since the mid-1970s, and has no intention of letting go. The main stumbling block may be money. The new tunnel under the harbour is eligible for federal "interstate completion" cash but burying the existing arterial road, however much that might prettify Boston, is not. The money might be got from "interstate repair-funding", which, like "completion", requires only a 10% state contribution. But this would consume the state's allocation for the next ten years, to the detriment of all its other crumbling roads. Mr O'Neill's gold watch could yet prove to be a ball and chain.



The argument for intelligent spaces

REVIEW BY MICHAEL VALPY

THOSE electrified by Tony Hiss' brilliant 1987 and 1989 New Yorker essays on the experiences of place in city and country can now treat themselves to Tony Hiss: The Book. From the pen of the man who has spent little time over the past decade not thinking, writing or teaching about his subject, *The Experience of Place* is a tour de force.

For a Canadian reader, it elicits both elation and despondency. Elation because there exists a writer of Hiss' imagination, intelligence and skill able to quantify the value of place — of land — as something other than a banal economic return. And despondency at discovering in Hiss' book so much public, private and academic energy in the United States in pursuit of understanding the science of place in contrast to the limp and flabby interest here at home.

North America, in the past decade, has undergone an unprecedented and rapacious urban redevelopment and suburban gobbling of rural land.

In the United States, says Hiss, most architects, planners, mayors and developers don't believe cities can care for their experiences. At least in the United States there is counter-activity. In Canada, we're 20 years or more behind.

Hiss writes that the experience we have of a place affects us biologically, psychologically, physically. "This means that whatever we experience in a place is both a serious environmental issue and a deeply personal one."

THE EXPERIENCE OF PLACE

BY TONY HISS

It is, in other words, no fairy tale that sick people regain their health more rapidly in fresh air; that sunny places in a city buoy us emotionally; that well-designed offices increase our productivity and reduce our sick days; that parks designed in a certain way work and are popular, but designed in another way don't work and are shunned; that the preservation of happy childhood places sustain us psychologically ("We all use long-lasting and familiar buildings as a mnemonic device that can organize and prompt our memories: 'That's where I went on my first date; that's a place where my father once worked").

"The danger," writes Hiss, "as we are now beginning to see, is that whenever we make changes in our surroundings, we can all too easily shortchange ourselves, by cutting ourselves off from the sights or sounds, the shapes or textures, or other information from a place that have helped mold our understanding and are now necessary for us to thrive.

"Overdevelopment and urban sprawl can damage our own lives as much as they damage our cities and countryside."

Hiss has applied to his subject the most eclectic curiosity. He has found academics who have identified 253 elements of place that result in a joyful experience, who have found 17 aspects of office design that negatively affect work, who have designed a beautiful room-ugly room test, who have measured the size of a neighborhood (a maximum diameter of six blocks).

He has considered grass, and found the foremost expert in the United States on grass, a Dr. John H. Falk, who became fascinated by the fact that Americans so like their lawns that there are now 30 million acres of them, equivalent to the size of Indiana. Falk, after a series of experiments, posited that our attachment to grass is rooted in our biological origins, when man first moved upright onto the savannas of East Africa.

Hiss examines studies of the brains of animals raised in confined conditions and those in the open air; the brains of open-air animals is larger. His *leitmotif* for the city is Times Square, the mythological heart of New York, rapidly being surrounded and darkened by steel and glass towers.

Hiss describes walking through Times Square in sunlight, revelling in its frenetic human activity. As he moves toward the square's perimeter, he approaches two new skyscrapers: "As soon as I reached their shadow, the two buildings had almost all my attention. With the sunlight gone, they seemed to push forward, almost to lunge toward me, and at the same time I suddenly became aware of their height and weight up above me, hanging down over the square.

"A few moments later, I was chilled by a sharp gust of wind pushed downward by the building nearer me, the Marriott Hotel. This rough transition was something new in Times Square — the square had never had two adjacent skyscrapers until the hotel was completed in September, 1985, and both had already attracted harsh comments."

Turning from the city to the countryside, Hiss writes movingly about the loss of partnership between man and the rural landscape as what he calls the "greed line" of development moves outward from the towns and cities. What will happen to us in North America, he asks, if we lose the easily accessible experience of rural open space, of woodlot and farmland?

He questions the supposed right of rural property owners to deliver their lands to developers, delving into English history to cite common-law "rights to roam" — the historic right of access for all the nation's peoples to the country's rural landscapes.

He catalogues the activities of the National Trust in England and Wales to preserve what he calls "working landscapes." He examines programs in at least a dozen states of America to use public money or private bond issues to buy development rights off farms or to pay farmers for a transfer of development rights to areas of more suitable planning design for suburban development.

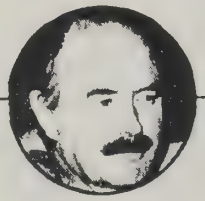
He explores efforts by local and regional governments to impose edges on villages and towns, so that the rural landscape will be spared the deadening hand of creeping suburbia. He asks whether we should permit what he calls the "cropping of public value — [where, for example] building in a countryside region a house that gives its new owners a spectacular view but destroys the views previously enjoyed by the other houses in the area."

The Experience Of Place is a book so full of thought it leaves one silent at the end. Silent . . . and full of zeal for public action. Who has the unchallenged right to turn us into aliens in our own neighborhoods?

Michael Valpy writes the Citystate column for The Globe and Mail.

The Globe + Mail
Saturday Sept 27

FIRST COLUMN



GRAHAM KING

PHILOSOPHICALLY SPEAKING . . .

Suburbia – Blues or Bliss?

Long ago when the suburbs were young and leafy, the subways clean and safe, and men and women spoke easily to one another and played with their children – in those days an American sociologist, Herbert Gans, decided to discover just how happy they really were. For his researches, he chose Levittown, New Jersey, and went to live there for a while. Levittown, with over 17,000 homes housing 82,000 people, was then the largest single suburban development in history. The developers, Abraham Levitt and his sons William and Alfred, appeared to know exactly what the postwar market wanted, also attracting the searing criticism of Lewis Mumford and others for boring homogenity, disintegrated form, poor aesthetics and bad economics.

Gans' findings, published in 1967, suggested that while the Levittowners' culture might be less subtle and sophisticated than that of their intellectual critics, and their politics less thoughtful and democratic than the political philosophers, yet neither were they the apathetic conformists, organisation men or over-conspicuous consumers sometimes painted. Importantly, parallelling the views of Melvin Webber (remember his 'non-place urban realm'?), Gans also concluded that while planners may create propinquity, they cannot determine the quality of relationships. Neither should planners impose their values, he advised, even if they believed long commuter trips and traffic congestion were to be avoided at all costs. Market forces and individual preference should prevail.

Wilfully blind

I was forcefully reminded of these sixties disputes while reading the forthright condemnation of his fellow compatriots by Kirkpatrick Sale, the American 'green' columnist of the British magazine *Resurgence*. Referring to recent world-wide anti-authoritarian movements, from Beijing to Lithuania and South Africa, he complained that 'no such welling-forth of desire and demand' had yet touched the hearts of his fellow US citizens. "I cannot convey to you how docile and wilfully blind my fellow Americans are", he wrote waspishly from his New York city domicile, "images of sheep and cattle do an injustice to those species". My, it's so good to feel morally superior!

What Sale regrets, of course, is that the vast majority of his fellow Americans are not following his lead and don't give two hoots for his Bioregional Vision or "the green shoots of possibility poking their way through the concrete of stultification". Perhaps he might be reminded of the wisdom of Vladimir Solovyev, written in 1884: "There is no ownership of truth, what is mine is everybody's, all participate in it. If I claim to possess truth and set myself up against people on that account, I simply show that I am nowhere near it". Sale should not project his own despair on the rest of us who don't mind admitting our reliance on 'the monstrosity' of modern technology and various labour-saving-aids, albeit doing our modest bit to usher in the New Age as we individually see fit.

Thirty years ago it might be that Gans and the Levittowners were right that the mass suburbs gave people what they wanted despite the expense. But it might also be true that today mass preferences in America are changing as the suburban ideal fails to deliver the goods in the new circumstances of the '90s, and as more and more mainstream Americans are experiencing the results.

A diminishing minority

There are some forthright remarks about on the subject again. But first some facts. The traditional nuclear family – dad at the office, mom at home as housekeeper and chauffeur to the kids – is a diminishing minority, less than 15% in 1989, perhaps down to 10% by the year 2000. A recent Gallup Poll, too, found that 77% of Americans would prefer to live in a small town, even though most now live in suburbs. In response to such findings, villages and compact developments in rural and urban settings are now being developed in various parts of the United States.

Why is this so? Victor Mirontschuk, an architect designing one of the new villages writes: "Ours is a country of hometowns without hearts, neighbourhoods without neighbours, communities without communion, parks without picnickers, sidewalks without walkers. There is little that is social about our society. We have planned it that way". Peter Brown, his partner, sees a crisis of many dimensions: mounting traffic congestion, (gridlock, smog and pollution), diminishing affordable housing (unless remote), receding (or unused) open space, stressful social patterns, insecurity and wasted energy as freeways proliferate. The erosion of the tax base is a further disincentive as public facilities and infrastructure can no longer be afforded. They place much of the blame on conventional zoning – driving from one single purpose land to another, so everyone has become almost totally auto-dependent. It worked in the '60s and '70s when there was plentiful cheap land, subsidised road and utility programmes, and plenty of typical American families. Now it is a lifestyle of inconvenience for the real victims – mothers, children and the elderly – in surroundings which are frequently plain ugly. So they are now backing the neo-traditional village.

Montgomery Village, a 200-acre site near Princeton, and Founders Park, a one-square-mile section of the inner city abutting downtown Houston, are two contrasting examples. Both are the antithesis of suburban sprawl, based on the following principles of civic design:

1. a mix of uses within walking distance
2. an attractive main street with traditional activities
3. multi-purpose streets – for cars, kids and people
4. a major civic space – a square or 'green' with landmarks
5. variety of housing types (including affordable)
6. flexible zoning
7. historical references (with ornamentation)
8. distinct boundaries (visible edges to surrounding countryside).

'Suburban pedestrian pocket'

Peter Calthorpe has been pursuing a similar theme with a redevelopment of 800 units of affordable housing in Brooklyn, New York. It's what he calls a 'suburban pedestrian pocket', without a single parking lot, smack over the underground terminal of the largest transit mode in the country. The key lies in the form and mix of the pocket – if the pedestrian path system provides safe and convenient access Calthorpe calculates up to 50% of a household's auto trips could be replaced by walking or light rail journeys. In his view such proposals are not utopian; they are a response to a transformation which is already expressing itself through changing lifestyles as part of the post-industrial era. I wonder what Herbert Gans would make of it.

Readers may be interested to know that Victor Mirontschuk will be addressing the RTPI South Wales Branch in Cardiff on 18 October. Details from Helen Williams on 0222 820607.

Graham King is County Planning Officer for West Glamorgan County Council

9

CAPIC

1990 WORK PROGRAM

November 9	CBD - Planning Design Briefs
	Public Participation and Community Development
December 14	Program for 1991
	CBD Study
1991	Waterfront
	Sustainable Development and Healthy Cities
	CBD Study continuation

capic

CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

a Subcommittee of the Planning and Development Committee

c/o CITY HALL, 71 MAIN STREET WEST, HAMILTON, ONTARIO, L8N 3T4

CA4ONHBLA05
URBAN/MUNICIPAL
C51P4C
1990

NOTICE OF MEETING

Friday, November 9, 1990

9:00 a.m.

Room 233, Hamilton City Hall

URBAN MUNIC AL
NOV 8 1990
GOVERNMENT DOCUMENTS

David Godley

David Godley, CAPIC Co-ordinator
(546-4229)

AGENDA

1. Chairperson's Remarks and Correspondence (Charles Forsyth).

2. Members' Reports (two minutes maximum).

3. Minutes of Meeting held October 12, 1990 (attached).

4. Actions and Updates arising from the Minutes:
   a) South leg of King Street at Gore Park memorandum (Charles Forsyth).
   b) King Street pedestrian bridge (Alderman McCulloch).
   c) Ferguson Avenue streetscaping memorandum (Al Little).
   d) Transportation Study update (Al Little) (attached).
   e) CAPIC brochure (Al Little) - see Item 9.
   f) Circulation of original +15 document (Al Little) - see item 7a).
   g) Information report to P&D regarding John Nolan (David Godley).

5. Crombie Commission Workshop (Norman Ragetlie) (attached).

6. CAPIC Brochure (Mary Domagala).

7. CBD Study (report from meeting on November 6, 1990) (attached).
   a) +15
   b) Ground level pedestrian links
   c) Building envelopes
   d) Planning design briefs

Miss Kathy Deiter
Urban Municipal Library
Hamilton Public Library
55 York Boulevard
Hamilton, Ontario
L8R 3K1

The Review Committee invites you to attend and discuss the area on 1990 October 03 from 9:00 a.m. to 11:00 a.m. in the Property Department Board Room to share your comments and bring any background information you or your department may have to this meeting in order that a thorough report can be compiled.

If you are unable to attend please contact the undersigned at 546-4698.

Yours truly,

Jan Pacey

Ms. J. Pacey
Community Renewal
Officer

JP:bk
Attch.

cc: Alderman V. Agro, Ward Two

Alderman Wm. McCulloch, Ward Two

Alderman B. Hinkley, Ward Three

Mr. D. Godley, Co-ordinator
CAPIC

ACTING COMMISSIONER OF ENGINEERING

RELEASE OF MAINTENANCE EASEMENT AT 310 CRERAR DRIVE, LOT 28, 'AQUILA PLACE' SUBDIVISION PLAN 62M-425.

The Committee was in receipt of a report dated 1990 July 12, from the Acting Commissioner of Engineering and approved the following recommendation;

That the Mayor and City Clerk be authorized to execute an amendment to the subdivision agreement for Aquila Place - Phase 1, Registered Plan 62M-425, deleting the requirement for maintenance easements, which amendment is to be prepared by the City Solicitor.

The Committee agreed to table Item 9. until the Mayor had an opportunity to appear before the Committee.

ALDERMAN BRIAN HINKLEY

FERGUSON AVENUE BETWEEN MAIN STREET AND WILSON STREET.

The Committee was in receipt of a report dated 1990 July 13, from Alderman Hinkley concerning Ferguson Avenue between Main Street and Wilson Street.

A copy of an Information Report dated 1990 July 17, from the Commissioner of Planning was distributed to the Committee for their information.

Alderman Hinkley appeared before the Committee to discuss concerns regarding Ferguson Avenue and how under-utilized this area is. Alderman Hinkley went on to indicate that he has received positive feed-back from people in the area and his hope is that Ferguson Avenue would be given a higher priority in the development process. Further, that any redevelopment would not be delayed because of the railway line. Alderman Hinkley expressed concern that all groups be involved including the B.I.A.'s.

The Committee was advised by the Director of Local Planning that C.A.P.I.C. has identified this as a high priority area. The Committee discussed this area in relation to the Beasely P.R.I.D.E. area and the Downtown Action Plan. Concern was expressed that a number of groups are looking at this area and that Ferguson Avenue should be given high priority and dealt with separately.

Mary Pocius from International Village appeared before the Committee and supported Alderman Hinkley's suggestion that Ferguson Avenue indeed is an important area and the need for the necessary studies to go forward at this time.

Mr. Forsyth, Chairman of C.A.P.I.C. also addressed the Committee indicating that C.A.P.I.C. is looking at this area and that Ferguson Avenue has tremendous potential.

After considerable discussion the Committee approved the following recommendation:

(a) That a comprehensive study be conducted to review the potential of Ferguson Avenue, north of Main Street and surrounding area for redevelopment and streetscaping;

(b) That this recommendation be forwarded to the Downtown Action Plan Co-ordinating Committee with a view to establishing an Ad Hoc Committee.

Further the Committee requested that all interested parties should be invited to a meeting to discuss the formation of this Committee and that the Planning and Development Committee be kept advised of the progress of this study as well as Alderman Hinkley and the Ward Aldermen.

THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

Planning and Development Department
119 King Street West, 14th floor
Hamilton, Ontario
(416) 546-4186 Fax (416) 546-4364

Mail
P.O. Box 910, Ham
L8N 3V9

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DGdg

October 4, 1990

Refer to File No. 764.92 6
Attention of
Your file No.

David Godley, Manager
Neighbourhoods Section
Planning and Development Department
Hamilton City Hall
Hamilton, Ontario

Dear Mr. Godley:

The Planning and Development Department is preparing a Report for Council. This Report will consider the merits of requesting the Royal Commission on the Future of the Toronto Waterfront to broaden its mandate to include Hamilton-Wentworth. We are organizing a workshop to facilitate consultation on the issues arising from this potential request. We are particularly interested in the question of which topics lend themselves most readily to Commission analysis in the light of Commission progress to date and the expiry of their mandate in 1991.

The purpose of this letter is to invite your participation in the workshop because of your organization's involvement in waterfront and/or watershed issues in the Region. **The workshop is scheduled for Monday, October 15, 9 am to 12 p.m., Room 233, Hamilton City Hall.** If you cannot participate yourself we would appreciate if you could recommend someone else from your group or organization.

I have attached a description of the purpose of the workshop, a tentative agenda, and background material on the origin of this initiative. The purpose of the workshop is to discuss issues not necessarily to reach agreement.

Due to a number of circumstances this workshop is being organized in a short period of time. If you have questions or suggestions please contact Norman Ragetlie at (416) 546-2153 or FAX # (416) 546-4364.

Yours truly,

N. Ragetlie for

V.J. Abraham, M.C.I.P.
Director, Regional Planning Branch

PROPOSED WORKSHOP

PURPOSE:

To facilitate consultation on the issues arising from a potential request by the Region of Hamilton-Wentworth to the Royal Commission on the Future of the Toronto Waterfront (the Crombie Commission) for the extension of its mandate to include the Hamilton-Wentworth waterfront.

Objectives:

1. To stimulate local stakeholders to express their concerns and preferences prior to the preparation of a Report to Regional Council.

2. To provide an opportunity for local interests to discuss the potential advantages and disadvantages of asking the Crombie Commission to consider and recommend action on specific topics within the Region.

3. To provide a means of educating local stakeholders as to the purpose, activities and working relationships of the Commission within and between other municipalities. In particular, to present information on the topics the Commission has addressed elsewhere.

Potential Participants:

Regional Planning Department
Area Municipal Planning Departments
Central Area Plan Implementation Committee
Remedial Action Plan Executive Committee\Co-ordinator
Royal Botantical Gardens
Conservation Authorities
Hamilton Harbour Commission
Chairman's Advisory Committee on Environmental Issues

A Workshop
on the Crombie Commission Mandate
and
Waterfront/Watershed Issues
in the
Region of Hamilton-Wentworth

Tentative Agenda

1. Introduction

2. Crombie Commission Presentation

   A Commission representative will give a 15 minute outline of the Commission's role and work;

   - mandate and topic areas
   - progress to date (principles established in interim Reports)
   - range of working relationships with other government agencies.

3. Panel Presentation

   Four or five people from different governments or agencies now within the Crombie study area will make brief 5-10 minute presentations on their organizational and functional relationship with the Commission. The Regional and area municipal experience will be represented.

BREAK

4. Moderated Open Discussion

   All participants will be offered the opportunity to question the panelists or the Commission representative. Discussion between participants is also anticipated.

5. Closing remarks

   Those wishing to make a more formal statement of their concerns or preferences regarding the development of a Regional perspective on the merits of a request to the Crombie Commission will be invited to do so.

REGION OF HAMILTON-WENTWORTH

- INFORMATION -

DATE: 1990 August 31
(764.92 6)

REPORT TO: Chairman and Members
Economic Development and Planning Committee

FROM: Mr. J. D. Thoms
Commissioner of Planning and Development

SUBJECT:

Investigation of the implications of petitioning the Royal Commission on the Future of the Toronto Waterfront to include the Hamilton-Wentworth waterfront in its area of study. (PLA-90-093)

J.D. Thoms, M.C.I.P.
Commissioner
Planning & Development Department

V.J. Abraham, M.C.I.P.
Director of
Regional Planning Branch

BACKGROUND:

The City of Hamilton has requested that the Regional Planning and Development Department investigate the implications of petitioning the Royal Commission on the Future of the Toronto Waterfront to extend its area of study to include the Hamilton-Wentworth waterfront.

The Commission has already investigated, held hearings and made recommendations on the following subjects:

- environment and health
- housing and neighbourhoods
- access and movement: parks, pleasures and public amenities
- jobs, opportunities, and economic growth
- the role and mandate of the Board of Toronto Harbour Commissioners
- the future of the Toronto Island Airport

Future interim reports and hearings are forthcoming. The Commission has a mandate from both the federal and provincial governments which expires in 1991. (Attached)

Discussion

After preliminary discussion with representatives of the Crombie Commission Regional Planning staff have concluded that the cost and resource implications of successfully petitioning the Commission cannot be pre-determined. The Commission presently enters into arrangements with municipalities on an ad hoc basis depending on the subjects of interest and the existing local planning framework.

Issues related to the availability of either federal or provincial funds for background studies, or the research efforts of sub-consultants hired by the Commission, are dealt with as they arise. Given this open-ended context Hamilton-Wentworth can be as specific as possible only about the subject areas the Region might request the Commission to address, not about the cost of watershed or waterfront studies. Nevertheless, we will have to narrow the subject areas the Commission might investigate, and within each of these subject areas, outline whether we expect the Commission to make recommendations concerning specific land-uses.

To complete the work necessary to fulfil the City's request, and then report to Council on the potential advantages and disadvantages of requesting Commission attention to various subject areas Planning staff should consult with:

- area municipalities
- Royal Botanical Gardens
- the Conservation Authorities
- Central Area Plan Implementation Committee
- Chairman's Advisory Committee on Environmental Issues
- Hamilton Harbour Commission
- Remedial Action Plan Stakeholders Group
- other municipalities now in the study area

NR:fd

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FOR ACTION

REPORT TO: Susan Reeder, Secretary
Planning and Development Committee

DATE: June 12, 1990
COMM FILE:
DEPT. FILE: P5-4-7-9

FROM: Charles Forsyth
Chairperson, CAPIC

SUBJECT:

Royal Commission on the Future of the Toronto Waterfront.

RECOMMENDATION

That the City of Hamilton request Regional Council to petition the Royal Commission on the Future of the Toronto Waterfront to extend their area of study to include the Hamilton-Wentworth Waterfront.

That Regional Council be requested to direct staff from the Regional Planning and Development Department to attend public hearings and other meetings, as necessary, and report back on matters relevant to the Region and City.

Charles H. Forsyth
Chairman
Central Area Plan Implementation Committee

BACKGROUND

The Commission is at the halfway stage through its mandate of inquiring into and making recommendations on the future of the Toronto Waterfront. Specifically, the mandate addresses public access, environmental quality, land use, urban design, transportation, employment, and financing proposals. The Commission's activities began in March, 1988, and are due to be completed in 1991.

In October 1989, the Province of Ontario joined with the Federal Government in supporting the Commission's mandate.

The area covered by the Commission is from Durham Region to Halton Region. At present, half the Hamilton Harbour, on the Burlington side, is under consideration by the Commission. The Hamilton side is not within the Commission's area of study.

The Commission's mandate, interim recommendations, and publications are included as an appendix to this report. As an example, two of the interim recommendations which may be relevant to the Hamilton waterfront are as follows:

> The Royal Commission recommends that waterfront development for housing, commercial, industry or other uses not be permitted to establish visual or physical barriers to the water; therefore, high-rise development should not be permitted on the waterfront.
>
> The Royal Commission recommends that any proposals for lakefilling be evaluated in terms of their potential impact on public access and enjoyment of the waterfront, so that existing resources are not destroyed.

After consideration at the May 11th meeting, CAPIC felt that public involvement on behalf of the Region and the City was required.

There are various ways in which the Region of Hamilton-Wentworth and the City of Hamilton can have input into the Commission. These include attending public hearings, making submissions to public hearings, and meetings with the Royal Commission staff.

NOTE: The Planning and Development Department supports the recommendations.

RA:cs/dkp
Attach.

CAPICREP

1. to inquire into and recommend initiatives to preserve and create continuous public access to the water's edge extending from the eastern boundary of the Region of Durham to the western boundary of the Region of Halton;

2. to inquire into and make an environmental evaluation of those Toronto Harbour Commission lands and adjacent Provincial lands recommended to be pooled in the aforesaid Interim Report;

3. to inquire into and make recommendations on issues associated with management and development and development of the pooled and other appropriate waterfront lands, including:

   (a) appropriate allocation of waterfront lands to various uses, i.e. housing, open space, industrial and commercial uses;

   (b) waterfront transportation in the context of the regional transportation system;

   (c) housing and community development on the waterfront; and

   (d) employment and job opportunities relating to the waterfront;

4. to inquire into and recommend waterfront related initiatives to preserve and enhance the quality of the environment and the quality of life for people residing in the greater metropolitan area extending from the eastern boundary of the Region of Durham to the western boundary of the Region of Halton;

5. to inquire into and recommend financing proposals and other mechanisms to link and integrate the waterfront to the upstream watersheds in the aforementioned locations.

THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

Planning and Development Department
119 King Street West, 14th floor
Hamilton, Ontario
(416) 546-4186 Fax (416) 546-4364

Mailing Address:
P.O. Box 910, Hamilton, Ontario
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PLAN
LOCAL
No.
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DIR
STAFF
DG
Refer to File No.
Attention of
Your file No.
764.92 6
CART
ADMIN

October 23, 1990

David Godley, Manager
Neighbourhoods Section
Planning and Development Department
Hamilton City Hall
Hamilton, Ontario

Dear Mr. Godley:

On October 15, 1990 a meeting was held to solicit advice and opinion on the issues stemming from a possible request from the Region to the Federal and Provincial Governments for an extension of the mandate of the Crombie Commission to include the Hamilton-Wentworth waterfront. Many organizations which did not attend the meeting but have an interest in waterfront issues have requested information. As well, many of those at the meeting expressed interest in a summary of the workshop proceedings. We have prepared the attached "Workshop Notes" to provide this information.
The Planning Department is presently preparing a report for the Economic Development and Planning Committee which will recommend a preferred course of action. This report will be based on the information we received at the workshop, our understanding of Commission documents and the existing waterfront planning framework within the Region.

The Commission's mandate expires in 1991. Given the time concern we intend to report to Committee in November. This schedule will not permit us to circulate a draft version of the report for comment. If you wish to have your preferences or concerns expressed in the report or attached for the Committee's information send us a letter by November 5, 1990. Please direct any of your questions or information to the attention of Norman Ragetlie,
(# 546-2153).

Yours truly,

John A. Barr, P. Eng.
Head - Strategic Planning Division

NR:fd

DISCUSSION NOTES
Workshop on the Crombie Commission Mandate
and Waterfront/Watershed Issues
in the Region of Hamilton-Wentworth:

Present at the Meeting:

John Barr
Hamilton-Wentworth Planning
Department

Emily Cain
Hamilton Scourge Project

David Carter
Royal Commission on the Future of
the Toronto Waterfront

Stephen Connoly
City of Mississauga
Planning Department

Caroline Floroff
City of Hamilton
Planning Department

Charles Forsyth
Central Area Plan
Implementation Committee

Douglas Frost
Hamilton-Wentworth
Planning Department

Vanessa Grupe
City of Hamilton
Planning Department

John Hall
Halton Region
Conservation Authority

Pat Haring
Halton Region
Planning Department

Ron Zinkewich
Regional Health Services

Bob Jaggard
Hamilton Beach
Preservation Committee

Wayne MacMillan
Grand River
Conservation Authority

Ron Marini
Stoney Creek
Planning Department

Reg Meiers
Hamilton-Wentworth
Engineering Department

Kathy Menyes
Niagara Peninsula
Conservation Authority

Norman Ragetlie
Hamilton-Wentworth
Planning Department

Sylvia Renshaw
Hamilton-Wentworth
Economic Development Department

Keith Rodgers
Hamilton Harbour
Remedial Action Plan

Scott Smith
Hamilton Harbour Commission

Catherine Talbot
City of Burlington
Planning Department

Debbie Williams
Royal Commission on the Future of
the Toronto Waterfront

The workshop was divided into three components:

1) Panel Presentations

2) Crombie Commission Presentation

3) Open Discussion

Panel Presentation

Pat Haring, Halton Region Planning Department:

Halton prepared a waterfront plan in the late 1970s resulting in Halton's first Official Plan Amendment in 1980. A clear and well-defined vision of what the waterfront should be was established before the Crombie Commission became involved in studying the Burlington and Oakville waterfront areas. Halton is continuing on with its waterfront planning activities. The Region is now undertaking a detailed plan for a specific section of the waterfront.

Cooperation has been, and continues to be, extremely close between the local municipalities of Oakville and Burlington, and the Regional Municipality of Halton. Halton, Burlington, Oakville and the Halton Conservation Authority produced one consolidated report to the Crombie Commission. The consolidated report was made up of four different submissions from each municipality and the conservation authority. Each submission in the consolidated report was similar in both content and recommendations.

The Crombie Commission did <u>not</u> undertake major studies on Halton's waterfront. Unlike the case of Toronto, the Commission relied almost exclusively on studies and reports already produced by the area's municipalities and conservation authority.

In preliminary reports the Crombie Commission indicated that a large part of the problems on the Toronto waterfront stemmed from a lack of coordination amongst various government agencies and bodies. The Crombie Commission found that Halton's waterfront planning did not suffer from the same sort of problem. The Crombie Commission went on to use Halton's activities as an example of the type of inter-agency and inter-government cooperation that is necessary for good waterfront planning.

The Crombie Commission made two major recommendations regarding the Halton Waterfront: 1) that Provincial interest in the Halton Waterfront should be declared and 2) that a partnership between the Region of Halton and the Province of Ontario should be establish to further waterfront planning, (Waterfront Partnership Agreement).

The Region of Halton and the cities of Burlington and Oakville were well prepared for the Commission's investigations, and had a well-balanced set of plans in place when the Commission began to study the area. Halton's experience has been that good Regional and local planning, based on study and a clear set of goals and objectives, allowed the Crombie Commission to understand and support local planning. The investigation of the Crombie Commission did not reduce the need for such planning.

John Hall, Halton Region Conservation Authority:

The Crombie Commission undertook less detailed and intensive study than the Commission's study of Metro Toronto's waterfront areas.
The true importance of the Royal Commission on the Future of the Toronto Waterfront as far as the Halton Region is concerned is that the Provincial and Federal roles and responsibilities for the environment and planning were outlined and defined by an independent entity with the power to make recommendations to both the Federal and Provincial Governments. It was recognized that local waterfront plan implementation can be frustrated by a lack of Federal and Provincial responsibility.

Few new suggestions for the Halton waterfront were included in the Crombie Commission's last report ("Watershed") that were not already included in one of the municipal waterfront plans. The only major new suggestion was the plan for a trail that would link the entire waterfront from Grindstone Creek to Newcastle.

Hamilton-Wentworth may not have undertaken any major studies on the Region's waterfront since the 1970s but most of the necessary background work on which the Crombie Commission could base an investigation is complete. Little has changed since that time in terms of planning matters. Also the Remedial Action Plan reports on the Harbour would be a valuable tool in providing information to the Commission if it were extended to Hamilton-Wentworth.

Catherine Talbot, City of Burlington Planning Department:

Burlington's submission to the Crombie Commission included the following goals and suggestions:

1) The Halton waterfront should be designated by the Province as a Provincially-significant area both in terms of status under the Planning Act and in terms of funding for specific projects.

2) The Provincial Government should aid Halton in implementing the goals outlined in Burlington's waterfront plan.

3) The Burlington waterfront area should be improved with projects funded not only at the municipal level, but also at the provincial and federal level.

4) A more thorough lakefill study should be undertaken.

5) The Province should support both Burlington's waterfront and greenland policies with more tangible backing than has previously been the case.

6) A new Great Lakes Science Centre near to the existing site of Canada Centre for Inland Waters in Burlington would be desirable.

7) A community theatre funded by the Province near the Venture Inn in Burlington would also be highly desirable.

8) An increased commitment to the clean-up of Burlington waters by the Federal and Provincial Governments is required.

Burlington provided the Crombie Commission with information on the waterfront and inland areas of the City on a wide variety of matters. Data was made available on building densities, profiles of housing, maps of vacant land adjacent or near the water, and graphic descriptions of waterfront areas.

The Commission also hired a consultant to collect information and examine certain aspects of waterfront planning in Burlington when good information was not readily available. Presumably the Commission would do the same in Hamilton-Wentworth.

Burlington has had talks with the Ministry of Natural Resources about purchasing natural lands near and adjacent to the waterfront. The Crombie Commission's final report recommendations should help facilitate these purchases.

Stephen Connoly, City of Mississauga Planning Department:

Mississauga only began planning waterfront areas relatively recently. Related planning has gone on for the Credit River area for a number of years. All of the Region of Peel's waterfront areas are located in Mississauga while only one Conservation Authority is involved. The lion's share of local waterfront planning fell to the City of Mississauga. Most of Mississauga's large initiatives were implemented using secondary plans introduced through Official Plan amendments.

Mississauga's Planning Department was forced to work extremely quickly to develop a basic study and plan that would be used as that municipality's submission to the Crombie Commission.

The Commission was seen as a means of communicating Mississauga's waterfront planning requirements to the Federal and Provincial Governments, and of informing these higher levels of government of the particular difficulties facing Mississauga in improving the lakeshore area.

Mississauga's first submission to the Commission was largely devoted to the municipality's intention to involve Federal lands used by the Post Office Corporation and for a small craft harbour in Mississauga's waterfront planning. This submission also dealt extensively with lakefill concerns and the provincial and federal roles in these matters.

The introduction of the Royal Commission on the Future of the Toronto Waterfront did not reduce the man-power demands on the municipality for waterfront planning. Commission involvement actually increased the amount of resources that Mississauga's planning department had to provide for lakefront planning and related matters.

The Crombie Commission's efforts have served to publicize issues related to inter-governmental cooperation and to focus attention on the need for waterfront and ecologically-oriented planning. The Commission reports do not provide any extensive or highly-detailed plans for Mississauga that did not exist already.

Crombie Commission Presentation

David Carter, Senior Director of Special Projects for the Royal Commission on the Future of the Toronto Waterfront:

Mr. Carter provided a summary of the goals of the Commission and a brief history of the Commission's activities. He went on to discuss time limitations imposed on the activities of the Commission and the possibility of extending the mandate of the Crombie Commission to Hamilton-Wentworth's waterfront areas.

Royal Commissions have two major powers:

1) power to inquire (including the power to subpoena)
2) power to recommend

The Mulroney Government established the Commission in 1988 as a result over growing public dissatisfaction over the handling of waterfront planning in Toronto proper. The major objective of the Royal Commission on the Future of the Toronto Waterfront was to ascertain why the various agencies and governments involved in one way or another in the Toronto Harbour area could not agree on one particular strategy for development, and to determine which strategy would be best suited to the Toronto waterfront. Premier Peterson later asked that the mandate of the Commission be extended so that the Commission would report to the Province as well as to the Federal Government. The Provincial interest extended the geographic focus of the Commission.

The Commission's findings to date have been that a strong emphasis on environmental planning and intergovernmental cooperation is required if reasonable waterfront planning is to take place in the Toronto area waterfront. The Commission has determined that an ecosystem approach to waterfront planning is necessary. Every effort must be taken to ensure that the environmental aspect of planning is not overlooked in favour of economic or political motives.

The Commission's latest report includes approximately 80 recommendations that include general recommendations on matters such as lakefill operations and lakeshore vegetation as well as highly specific suggestions related to particular geographic locations or planning problems. The Commission's recommendations can be divided into two types:

1) area-wide or generic and

2) area-specific.

Past experience has shown very good relations between the Commission and the municipalities of Burlington, Oakville, Halton, and Mississauga, and usually good relations with the City of Toronto as well Metropolitan Toronto. Relations with Etobicoke have been much cooler, however, as a result of a conflict between the Commission's environmental stance and Etobicoke's pro-growth objectives.

Hamilton-Wentworth has three major options with regard to the Crombie Commission:

1) The Region may do nothing and essentially ignore the Commission's recommendations and its operations

2) The Region may adopt the area-wide recommendations and planning principles established by the Commission and:

   a) initiate local integrated planning on its own or,

   b) initiate local integrated planning and request informal assistance from the Crombie Commission.

3) The Region can petition the Provincial and Federal Governments to expand the focus of the Commission to include Hamilton-Wentworth's waterfront.

The last option raises the question of timing and the present work plan of the Commission. Without answering the question of whether the mandate should be lengthened the Commission's ability to tackle a significant workload in a relatively short time was emphasized.

Open Discussion

Timing:

The Commission presently has a full slate of work. If a successful request for extension was made almost immediately the Commission would have 6-7 months to consider Hamilton-Wentworth's issues. The feasibility of this depends on the local planning framework. If the request was based on the application of the principles or area-wide type recommendations to the Region then the work might be accomplished. If the request is based on anticipation of area-specific recommendations dealing with federal or provincial owned lands then time lengthening might be necessary.

It was pointed out that the mechanism the Crombie Commission has proposed to solidify jurisdictional coordination is for the Province to enter into various Waterfront Partnership Agreements with the municipalities. However, the jurisdictional and accountability aspects of this type of agreement are still not clear. If specific municipalities within the "Greater Toronto Bio-Region" as established in the Crombie Commission receive provincial resources based on these agreements the needs of this area should be similarly recognized.

The subsequent portions of the open discussion were organized by five potential subject areas;

1. Environment and Health
2. Access and Movement
3. Harbour Commission Mandate
4. Housing and Neighbourhoods
5. Jobs, Opportunities and Economic Growth

1) ENVIRONMENT AND HEALTH: The Local Planning Framework and the need for integration.

There is no integrative process or integrated plan. The Regional Official Plan contains no comprehensive strategy for the Region but outlines general policy goals for the beachstrip, Stoney Creek and Hamilton separately. The Regional Official Plan is under review guided by the Sustainable Development Task Force. However, this review process will not be finished in time for Crombie Commission review. In principle, the Regional Official Plan could provide a focus for the integration of municipal goals and policy related to the waterfront and watershed.

The Hamilton Official Plan establishes the goal of public access to the West Harbour. A neighbourhood plan with no legal status is being prepared for the Beachstrip.

The Stoney Creek Official Plan incorporates secondary plans for portions of the waterfront. The Official Plan is based on the continued support of two Regional park facilities. Otherwise the Stoney Creek waterfront is privately owned and has had a high-density zoning for a number of years.

The Central Area Plan Implementation Committee representative emphasized that the Committee cannot do its work properly because of the lack of a comprehensive and integrated approach to Region-wide and inter-Regional issues, particularly transportation and linkage and green space questions.

The Regional economic strategy is also under review
in a process linked to the Sustainable Development Task Force.

The Chamber of Commerce is promoting renewed development of the waterfront. Although project oriented the Chamber has recognized the need for placing these projects within an integrated framework.
The Remedial Action Plan draft recommendations and study process has reflected an ecosystem approach to resolving environmental problems in the Harbour. The "Sewage-shed" links different levels of government and the shared responsibility of the Region of Halton and Hamilton-Wentworth for the Harbour requires a special relationship.

Further, at the Provincial and international level we share the Great Lakes. An integrated and comprehensive approach based on the ecosystem will have to deal with inter-municipal inequity. The province should recognize that preserving the resource for everyone means that particular municipalities may be burdened with proportionally greater financial requirements based on the varied physical and ecological characteristics of the lake.

2) ACCESS AND MOVEMENT

It was noted that to properly deal with access issues parks planning is central. The Parks and Recreation Departments should therefore have been invited.

A concern was raised that Hamilton may be repeating Toronto's mistakes of 40 years ago. Namely, cutting off access to the Harbour and waterfront by building the perimeter road and the Redhill Creek Expressway.

The issue of access to the Harbour was related to the appropriate use of the railway lands and the control of waterfront land use by the Hamilton Harbour Commission.

The Stoney Creek waterfront is broken-up into many privately held parcels. Public access to the waterfront is presently limited by this historic reality. Changing these circumstance would necessarily involve a great deal of money. The Mississauga planner spoke of their system of gratuitous conveyances of hazard lands which might be applied in Stoney Creek type circumstances. E.g. in areas with steep, erodible slopes landowners would convey waterfront property to public ownership in return for erosion protection.

Different approaches to public access are necessary under different circumstances. For example Burlington proposes "windows to the lake" at the foot of streets while Oakville plans a continuous 15 mile open waterfront.

The Halton Conservation Authority representative recommended that since many circumstances are unique to Hamilton-Wentworth any request to the federal and provincial governments for a study of waterfront issues should ask for more intensive research efforts than those which the Crombie Commission undertook in Halton. The Crombie Commission has not been specific about implementation mechanisms. The Crombie Commission may assist in providing a framework by which to begin the integration of the various plans and studies that now exist but in the long term a separate waterfront working group for the Greater Hamilton area will still be needed.

The City of Burlington planner suggested that a separate Royal Commission or second phase of the Crombie Commission might be requested but that the Region should respond to the Crombie Commission reports as well. The preparation of a response to the Commission could provide an opportunity to focus political will on waterfront issues.

The Stoney Creek representative also argued that a separate commission had validity. Given that the province is being asked to declare provincial interest in the lakefront as a whole two new studies may be necessary, i.e. 1) Hamilton to the Niagara River and 2) Bowmanville to Kingston. If the Region follows up this suggestion it should determine if the municipalities in eastern Ontario will be supportive.

3) HAMILTON HARBOUR COMMISSION

The Hamilton Harbour Commission representative stated that the Hamilton Harbour remains a more important, active and viable Harbour than the Port of Toronto. The Harbour Commission should maintain its existing role.

The City of Hamilton suggested that the City's position on many issues has already been established. In particular, the Crombie Commission should be asked to assess the conclusions of the 1989 report of the Task Force to Review the Mandate and Structure of the Hamilton Harbour Commission on which no action has been taken by the Federal government.

The point was made that because the Commission had concluded that Toronto Harbour was declining as a functioning port this did not mean further study of the Hamilton area was not necessary. If Hamilton Harbour is now performing a regionally significant role beyond the Greater Hamilton area then a follow up study of the function of the Hamilton area within the provincial transportation system is necessary.

The Niagara Conservation Authority pointed out that the Hamilton-Wentworth watershed and waterfront was linked to other neighbouring regions by more than transportation issues and that many of the same pollution problems the Niagara Region faced were shared by Hamilton-Wentworth. The need for communication and coordination among municipalities has been made a part of the development of their Shoreline Management Plan. The Region should consult with agencies in the Niagara Region in the preparation of their plans.

4) HOUSING AND NEIGHBOURHOODS and 5) JOBS, OPPORTUNITIES AND ECONOMIC GROWTH:

It was thought that these two subjects could be better addressed internally and senior government involvement was not necessary.

capic

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CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

a Subcommittee of the Planning and Development Committee
c/o CITY HALL, 71 MAIN STREET WEST, HAMILTON, ONTARIO, L8N 3T4

NOTICE OF MEETING AND AGENDA

PEDESTRIAN LINKS SUB-COMMITTEE

DATE: **Tuesday, November 6, 1990**

TIME: **9:30 a.m.**

PLACE: **Real Estate Department Meeting Room,
1st Floor, City Hall, Hamilton**

AGENDA

1. Co-ordinator's Remarks (David Godley).
2. Review of Traffic Parking and Development Potentials & Possible Pedestrian System - (David Godley).
3. Developments and the + 15 System (John Sakala).
4. Discussion of +15 Policies and Ground Level Pedestrian Links - Sub-Committee (See attached material).
5. Hughson Street Corridor Design Briefs Review - Sub-Committee.
6. Next steps.

Please review the information that has been attached to the agenda prior to the meeting. Should you require any more information, please contact Dolores Beraldo at 546-4267.

David Godley

David Godley, CAPIC Co-ordinator
(546-4229)

DB/dkp
A:\CAPIC.LET

MEMORANDUM

Planning and Development Department
NEIGHBOURHOODS

Date: October 12th, 1990 File No: P5-4-7-18

To: File No. P5-4-7-18
c.c. Sub-committee members

From: Dolores Beraldo Ext: 4267

Re: CAPIC/+15 Discussion

The issue of the +15 concept was addressed at the October 12th meeting of CAPIC. A number of issues, concerns and recommendations were expressed and addressed.

First of all, it was noted that the +15 concept had to be placed in the context of the CBD Study which is currently in progress. The three main issues the study hopes to address are the +15 policies, ground level development, and the establishment of new streetscaping priorities.

Problems currently associated with the current +15 policies include:
•the areas designated for +15 structures are too general with no specific locations in mind;
•actual public access when it adjoins two buildings(eg. Convention Centre/Sheraton Hotel +15 and associated problems);
•councils' seemingly lack of commitment to the policies which deters the private sector from 'buying in';
•policy requires negotiation by staff for construction of +15 but is often waived by Council in bargaining;
•actual goal for pedestrian flows-could something other than a +15 address a different solution;
•the policy is merely conceptual, developers want to see more concrete directions on what the city desires to see; and
•that an effort must be made to identify critical flows and linkages where some type of +/-/0 level must be built to keep the desired circulatory flow of pedestrians and can then subsequently be prioritized.

Alderman McCoulloch stated that while the City is in favour of the policy, they do not wish to participate in the cash flow aspect of +15s. If private developers want to build a +15 connecting buildings, the City will facilitate this. It was suggested by other CAPIC members that it was the overall community benefit which

should determine policy.

It was decided that a sub-committee would be formed to address the issue of +15s and ground level link. Three main actions were identified:
(1) Circulation and review of original documentation regarding +15.
(2) Members of CAPIC to form a sub-committee which will review the +15 policies in the context of the CBD Study and desired pedestrian flow/links as well as to define the purpose of +15s(ie. safety or weather protection).
(3) Forward findings to the CBD Steering Committee so that a report can be prepared for the Planning and Development Committee.

The sub-committee will be comprised of Gloria Desantis, Gil Simmons, Arthur Lomax, and Charles Forsyth. Staff will include Roland Karl, David Godley, Dolores Beraldo, and Vladimir Matus.

Due to the timing of the CBD Study, a targeted completion date has been identified for early November.

6. (a) That the '+15' Pedestrian System concept be applied to the area around Lloyd D. Jackson Square as shown on the attached plan marked APPENDIX "C"

(b) That the '+15' concept be as follows:

New development proposed in the '+15' area as shown on APPENDIX "C" must include provision for walkways, plazas and interior links on the second level in order to provide a continuous pedestrian walkway system above street level.

(c) That the City's Site Plan Control By-law 79-275 be amended to include those areas zoned "I" and "J" around Lloyd D. Jackson Square as shown on APPENDIX "D" attached.

(d) That an official plan policy, to be included by Minister's modification, incorporating the '+15' concept plan, and design guidelines, be submitted to the Minister of Municipal Affairs and Housing for approval. The official plan Minister's modification proposed is as follows:

Section 2.9.3.10

Further to policy A.2.8.7(i), Council will require provision for an elevated pedestrian walkway system ('+15') emanating from Lloyd D. Jackson Square, connecting adjacent future development with the Square. To implement the pedestrian system, it is the intent of Council that:

i) Links in the system will be constructed when new development occurs to the north, south and west of Lloyd D. Jackson Square, as shown on Schedule B-1 (to be attached to the Minister's modification). The system will be integrated with the transit system.

ii) Site Plan Control will be employed to implement the '+15' pedestrian system for any development or redevelopment to which the system is intended to connect. Provisions will be made for allowances in building design to facilitate the walkways at upper levels and to ensure the integration of the system with ground level pedestrian walkways. Appropriate landscaping measures and other amenity features will also be incorporated.

iii) The nature of the '+15' pedestrian system will be determined by design guidelines specifying matters to be considered in implementing the system.

iv) The City will enter into any agreements, where deemed appropriate, with development or redevelopment proponents to realize the above guidelines.

(e) That the Development Agreement negotiated for developments within the '+15' area be based on design guidelines for the walkway link provisions, arcades and plazas. The guidelines will be adopted by the Planning and Development Committee.

Explanatory Note

For the information of Council, '+15" refers to plazas, arcades, walkways and links through buildings one level above the street. It is proposed that the existing '+15' nucleus at Lloyd D. Jackson Square be expanded to the north, south and west as new development occurs in those areas, so that a continuous upper level pedestrian system is available.

Taken from
City of Hamilton
Official Plan
Pg. A-45

2.9.3.10 Further to policy A.2.8.7i), Council will require provision for an elevated pedestrian walkway system ('+15') emanating from Lloyd D. Jackson Square,

connecting adjacent future development with the Square. To implement the pedestrian system, it is the intent of Council that:

i) Links in the system will be constructed when new development occurs to the north, south and west of Lloyd D. Jackson Square, in the area shown as SPECIAL POLICY AREA 12 on Schedule "B-1". The system will be integrated with the transit system;

ii) Site Plan control will be employed to implement the '+15' pedestrian system for any development or redevelopment to which the system is intended to connect. Provisions will be made for allowances in building design to facilitate the walkways at upper levels and to ensure the integration of the system with ground level pedestrian walkways. Appropriate landscaping measures and other amenity features will also be incorporated;

iii) The nature of the '+15' pedestrian system will be determined by design guidelines specifying matters to be considered in implementing the system; and,

iv) The City will enter into any agreements, where deemed appropriate, with development or redevelopment proponents to realize the above guidelines.



MAY 1990

MAP No.13

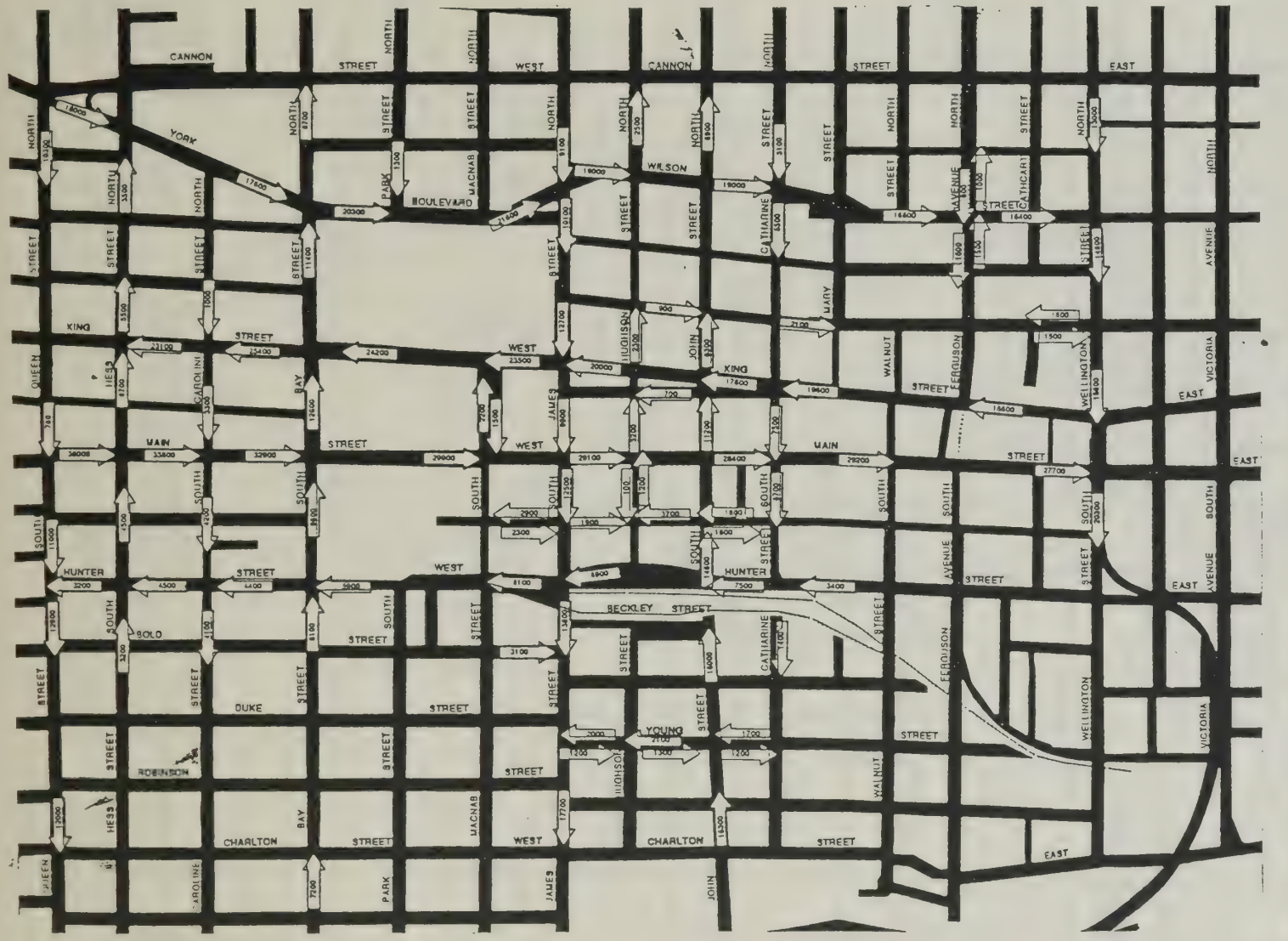
LEGEND

74 PEDESTRIAN VOLUME (24 HOURS PER DAY COUNT)

AREA OF HIGH PEDESTRIAN VOLUME

Central Business District (CBD) Study

CBD Pedestrian Volume



MAY 1990

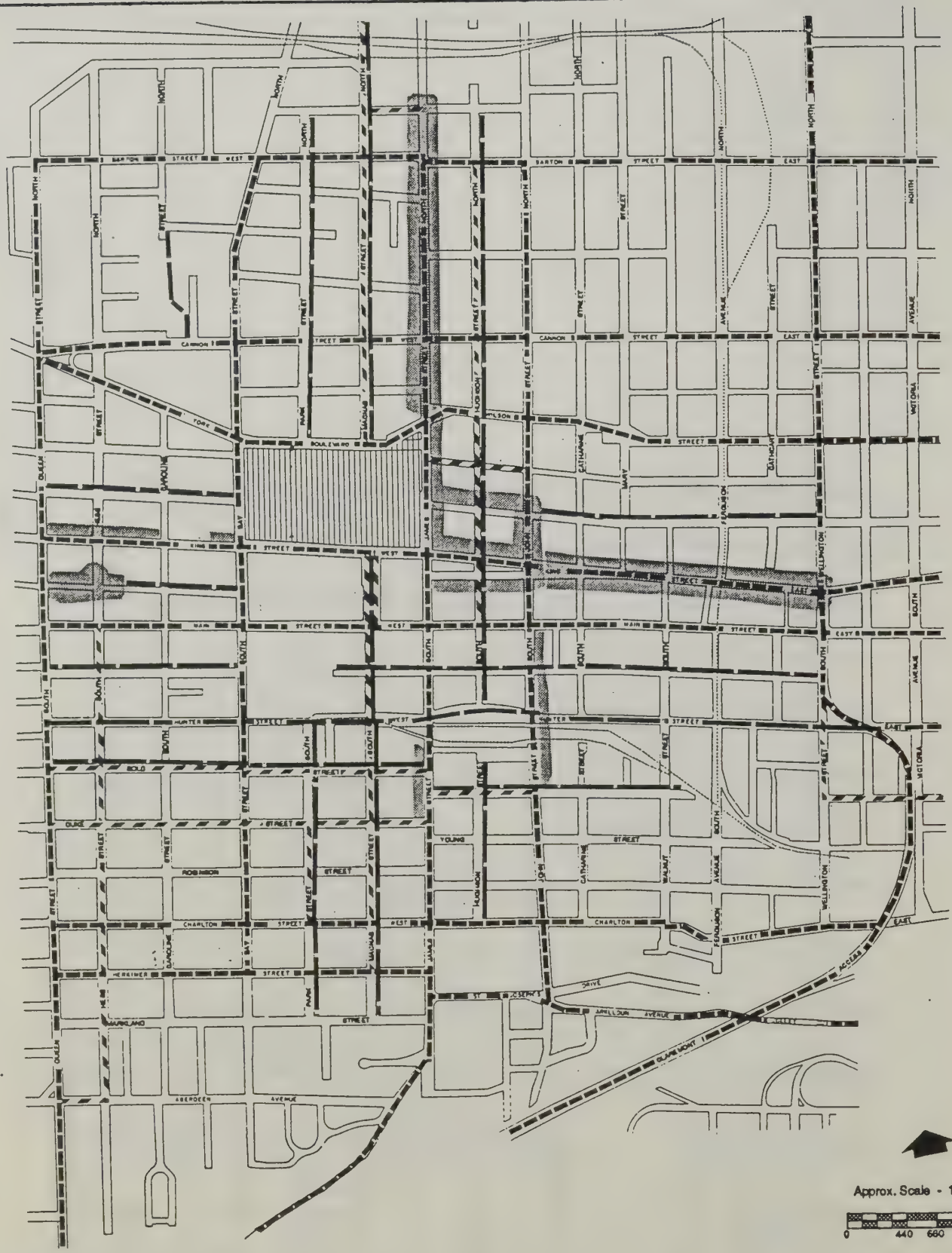
MAP No.14

LEGEND

DIRECTION OF TRAFFIC WITH AVERAGE WEEKDAY TOTAL (24 Hrs.) FOR 1989

Central Business District (CBD) Study

CBD Traffic Volume



LEGEND

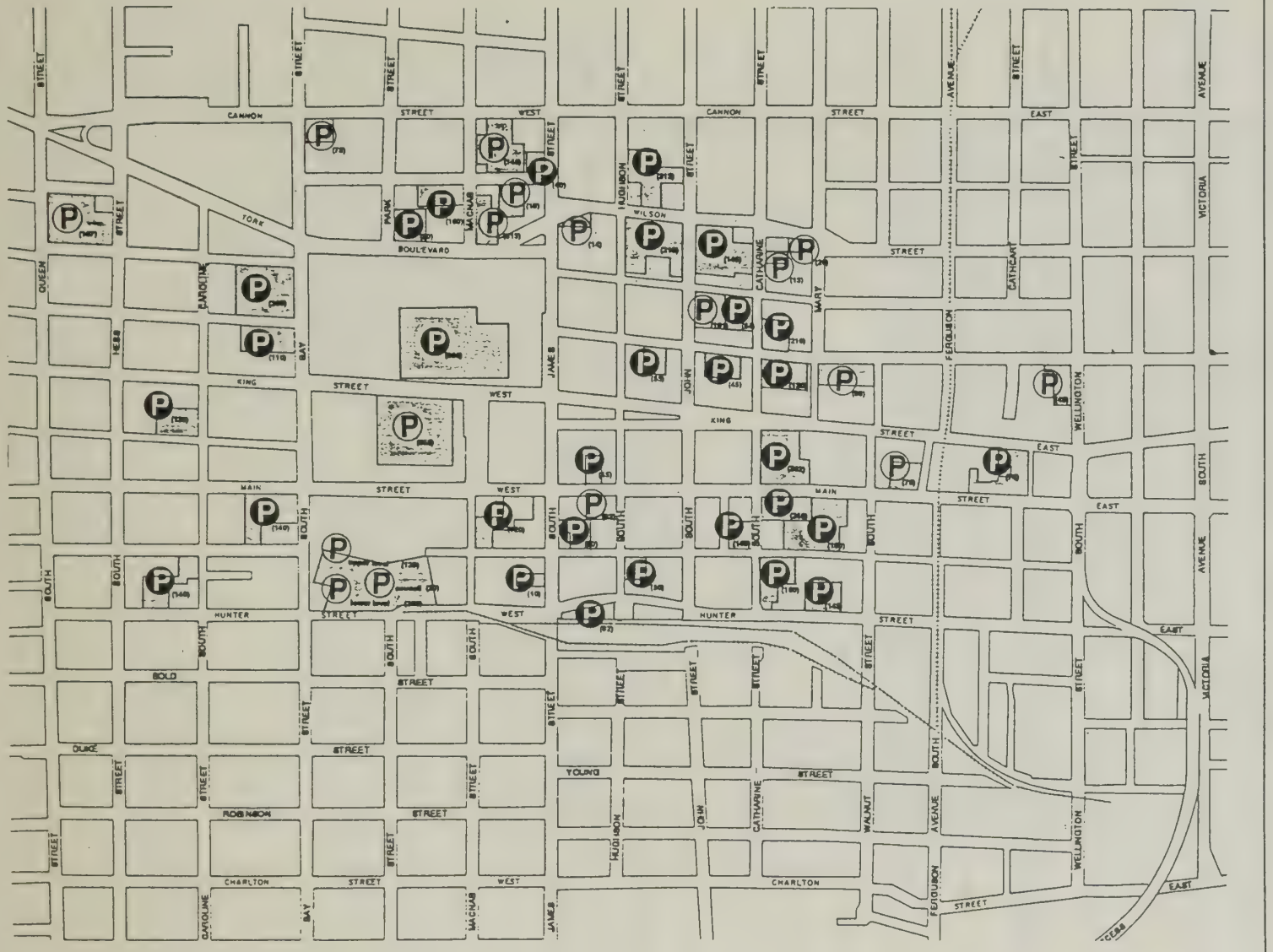
- Internal Oriented Shopping
- Street Oriented Shopping
- Arterial
- Collectors
- Pedestrian Areas

Central Business District (CBD) Study

MAP No.12

Central Area Road and Pedestrian Hierarchy

MAY 1990



MAY 1990

LEGEND

(P) (Municipal) Hamilton Parking Authority Owned

(P) Privately Owned

(44) Number of Parking Spots

NOTE: source of information - Hamilton Parking Authority

Central Business District (CBD) Study

Location of Public and Private Parking Lots

Approx. Scale 1" = 400'

Wishlist for the Central Core Area:

•remove roads from the face of the Escarpment and tunnel through to connect lower Hamilton with Hamilton Mountain

•Ferguson Avenue to become a "Parisian Boulevard" between two unique natural features(Waterfront and Escarpment)

•pedestrian links between Gore Park and Hess Village such as re-designing of King Street between Bay to James

•prevent high buildings south of the TH&B Railway and north of CN Railway to protect views of the Waterfront and Escarpment

•strong pattern of pedestrian and bicycle links throughout the central area(including +15,0,-15)

•network of underground servicing links(truck servicing facilities)

•all north/south streets bridged over the Perimeter Road("London Bridge" type)

•plan to develop or encourage through incentives "intermediate"anchors(ie. Terminal Towers Area, Ferguson/King Area) and major "second" anchor as King/Victoria Area

•all north/south streets(or links) to be treated as unique and "mostly" pedestrian

•only boundaries of Central Area(Queen, Victoria) would be "car oriented", the intersections with Perimeter Road and tunnel connections to upper level of the city

•super highrise region between Wellington and Victoria

•restoration of the original Escarpment Ecosystem

•restoration of the original Waterfront Ecosystem

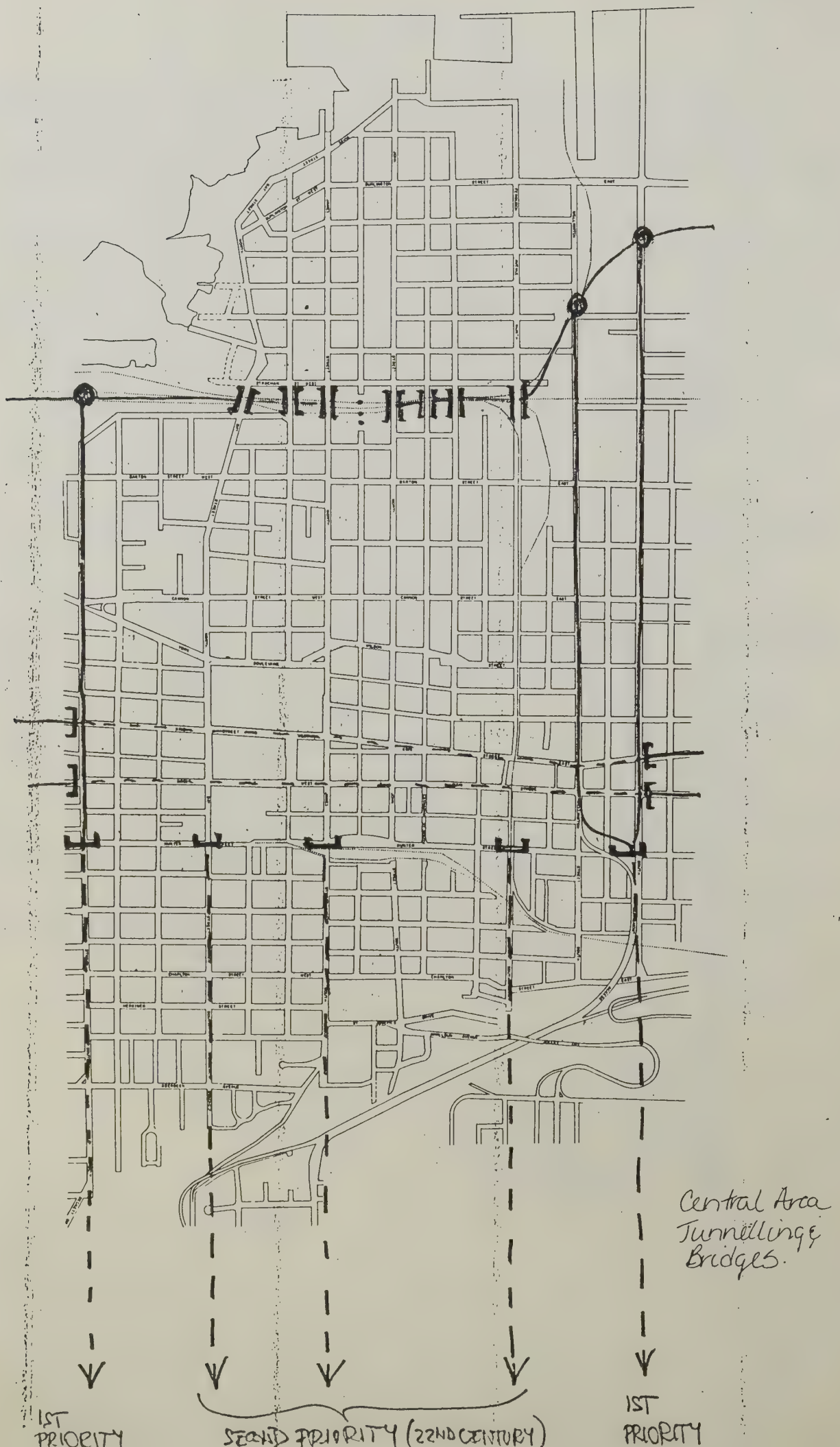
•restoration of original pedestrian Escarpment pathways(Bruce Trail, steps)

•underground shuttle between Jackson Square and Limeridge Mall

•all through traffic along King and Main between the Central Area boundary to go underground(cut and cover; not tunnelling)



Building Heights


Central Area
Tunnelling
Bridges.
1ST
PRIORITY
SECOND PRIORITY (22ND CENTURY)
1ST
PRIORITY

Questions to Ask a Space

Ronald Lee Fleming

Pondering some of the banal, bleak and dreary public spaces we have created in the past several decades, I concluded that it might help commissioners, city planners and members of boards that review design proposals to have a set of questions to ask when evaluating a space. Some of these questions, which follow, relate to conditions I observed in Albuquerque's Civic Plaza. But, in fact, most could be asked of spaces anywhere.

1. Do the configuration and size of the space support the functions that were planned for it?

2. Does the space have a complexity that allows it to be enjoyed by a variety of users?

3. Conversely, is it simple enough to be memorable as an integral space?

4. Is there a clear sense of direction across the space to popular destinations on the other side?

5. If one were blindfolded, would one encounter obstacles in passing across the space?

6. Can an elderly person sit in the sun and feel safe?

7. Does the space support a defined palette of colors appropriate to the cityscape?

8. Can one comfortably eat outdoors, or watch a concert, or do both at the same time?

9. Can a small child find sources of amusement in the space? Are there design clues that can help a lost child find its way out of the space?

10. Does the space avoid complex level changes, sunken areas and hidden alcoves that might encourage anti-social behavior?

11. Conversely, does it provide a variety of feelings of enclosure that sustain various levels of intimacy?

12. Does the space include a location where people go so they can be seen by others?



Figure 1 The ten commandments/principles of the Prince of Wales and other checklists for urban design.

	Kevin Lynch 1982	Jane Jacobs 1961	Bentley Alcock McGlynn 1964 Murrain Smith	Tibbalds 1988	HRH The Prince of Wales 1989	Holyoak 1985	Urban Design Group 1987	Wates 1988	Buchanan 1988
1.	vitality (include biological and ecological	appropriate activity before visual order	"responsive" environments	places before buildings	the place		responsive forms	urban environment in broadest sense	place making public realm outdoor rooms
2.	(see sense)		visual appropriateness	respect history	harmony and context	(i) retain the best (ii) respect street line			dialogue with context and history: re-contain street
3.	(see fit)	mixed use mixed age mixed rent concentration	variety	encourage mixed uses		more than one use	mixed uses		
4.	(see vitality)	the street	human scale	scale enclosure	in scale with context				
5.	access	permeability (short blocks)	permeability	encourage pedestrian permeability			public access		public space and movement systems
6.	control	social mix and consultation	personalisation	social mix and consultation	community	"acceptable" personalisation	consultation	individ reponsibility professional enablers local action and control integrating experience optimising resources envt,, education	
7.	sense (clarity with which it can be perceived)		legibility	legibility	hierarchy	visual accessibility reflect uses			(i) respect conventions (ii) articulate meanings (iii) connect inside and out
8.	Fit (adaptability)	robust spaces	robustness and adaptability						
9.	(see efficiency)	gradual not cataclysmic money		small scale change					
10.		activity richness	richness	visual delight	materials and decoration	"visible" construction integral ornament	stimulating		natural, rich materials good weathering decoration
	Two meta criteria efficiency (relative cost) justice (social equity)	automobile attrition surveillance (safety)			signs and lights		protection security comfort shelter		



Bayerisches Landesbank, Munich – no lazy estate management here.

Royal favourite – harmony, local materials, enclosure and humans scale – Lion and Lamb, Farnham.



CENTRAL AREA PLAN EXTRACTS

Basis for CBD Study

Nature of the Plan

In essence, the NATURE of the Central Area Plan is as follows:

- the Plan continues the philosophy outlined in the original Central Area Plan (1981) for the development of the Central Area;
- the Plan is organized under the main headings of Land Use, General Uses, Movement, Urban Design, Compatibility of Uses and Implementation. A preamble and policies are listed under each heading;
- policies in the Plan will be used to guide Council in making decisions which affect the Central Area;
- adoption of the Plan will set the stage for further investigation of ways to achieve the desired goals;
- implementation of the policies contained in the Plan will be co-ordinated and consistent with other Central Area initiatives. Co-ordination of priorities for implementation is vital. Studies and actions which are necessary to implement the Plan and have been approved by Council will be carried out;
- public participation will be provided for through the implementation and review of this Plan; and,
- the Central Area Plan will be approved by City Council and the Region of Hamilton-Wentworth in the form of an Official Plan Amendment. Any Amendment to the Central Area Plan will be by Council resolution and through amendment to the relevant portions of the Official Plan.

GOALS OF THE PLAN

The goals of the Central Area Plan are to:

- provide an attractive lively, human scale environment with appropriate physical social and human infrastructure;
- give greater priority to the Central Area in terms of planning, development, implementation, monitoring and promotion;
- maintain and increase the resident population, commercial services, social and government services, as well as the quality of life in general;
- direct new multi-purpose developments into the downtown core with special emphasis on residential components;
- minimize the impact of through-traffic on the downtown core and residential neighbourhoods;
- encourage mixed-use development;

- encourage effective urban design, architectural considerations, and energy conservation in land use and building location, content, and style through appropriate urban design guidelines;

- encourage suitable waterfront development with appropriate links to the downtown;

- enhance the Central Area's role in the Hamilton-Wentworth Region and the surrounding Market Area particularly regarding commercial development; and,

- direct attention to the primary objectives of growth, job creation and a healthy economy; and,

- ensure the highest environmental standards which are fundamental to effective urban planning.

BASIS OF THE PLAN AND ASSUMPTIONS

The original Central Area (1981) Plan adopted what it described as a "new philosophy" for the City of Hamilton's Central Area. It stated:

> "An attractive, lively, human-scale environment with the physical, social, and human infrastructure in place will both improve the downtown quality of life, draw people to the area, and thus, encourage the private sector to expand the residential, commercial, and industrial sectors. At the same time, the Plan attempts to make the downtown more efficient by recommending the appropriate balance among the various elements comprising the development pattern. It is this approach, concentrating on desired development, the environment, the services, and their inter-relationships, which makes this Plan so important for the future of the Central Area of Hamilton."

The Regional Centre

The Regional Official Plan states specific objectives for Central Hamilton as follows:

2.2.1 "It shall be the policy of Regional Council:

2.2.1.1 To designate central Hamilton as the Regional Centre.

2.2.1.2 To require that the City of Hamilton, in its Official Plan, recognize the Regional Centre as a multi-use area including the following activities:

(a) Retail

4.1 DOWNTOWN CORE

The Regional Official Plan designates the centre of Hamilton as the "Regional Centre", which encourages a variety of uses to locate in the area. As a primary economic area, intensive commercial activities are encouraged. As a centre of government and social services, the Downtown Core will be promoted for additional institutional activities. Further, high density residential uses will be encouraged, including mixed use commercial/residential developments.

It is the intent of this Plan to provide for an attractive, vibrant, well-designed and human scale environment which will make the Central Area a desirable place to live and work, and as a result attract further growth. In order to achieve this, the Plan promotes a mix of uses in the Downtown Core in order to foster a high level of employment opportunities, economic activity and government and social services, as well as a desirable place to live and work.

Therefore, a wide range of retail outlets is encouraged, including full-line and junior department stores, specialty, food and general merchandise stores. In addition, the Plan promotes the location of head offices and large branch offices of finance, insurance and real estate serving both Region-wide and specialized interests in the Downtown Core. The Plan also promotes the location of district offices of Federal, Provincial and special interest agencies serving residents throughout the Region and beyond.

Permitted Uses

4.1.1 To maintain and enhance the Downtown Core, as shown on Schedule A-1, as a Regional Centre, a mix of uses will be encouraged. These uses are as follows:

i) Commercial uses in the form of office buildings, as well as, concentrations of stores and offices in smaller individual buildings at street level;

ii) Residential development for all levels of income, including mixed use commercial/residential buildings; and

iii) Institutional uses, particularly government, social service and non-profit offices servicing local and surrounding residents. The location of uses will be addressed in detail in Council adopted Neighbourhood Plans.

Commercial Uses

4.1.2 To strengthen the Downtown Core as the primary commercial centre of the Region, the Downtown Core will be promoted as the most appropriate location for new office buildings, retail establishments and other concentrated commercial uses which will create employment opportunities, particularly for those who live in the area, and attract people to the area.

Commercial Uses

4.1.3 Council will encourage the following Commercial uses to locate in the Downtown Core:

i) department stores and other large retail outlets;

ii) head and branch offices of finance, insurance, real estate, other service and industrial firms.

Commercial Areas

4.1.4. To enhance existing commercial areas in the Downtown Core and provide alternative focal points to Jackson Square, existing commercial development along James Street, Hess Village, and the area east of James Street will be reinforced and intensified, by encouraging new anchors and attraction nodes, recognizing their special attributes and characteristrics.

4.1.5. The consolidation of existing commercial development in the Downtown Core will be encouraged through infilling, intensification and rehabilitation.

Mixed Uses

4.1.6. Mixed office/retail and residential buildings will be encouraged, where feasible.

Residential Uses

4.1.7 Residential development will be actively encouraged through actions taken by Council which may include special incentives, and land acquisition programs as may be determined by special studies.

4.1.8 Conversion of non-residential buildings to residential uses will be encouraged, particularly where commercial space is underutilized, which may include upper floors of retail space.

Government

4.1.9 Council will encourage federal and provincial governments and public agencies to locate district offices in the Downtown Core in order to strengthen and enhance the role of the Downtown Core as a government centre.

Non-Profit Organizations

4.1.10 Council will encourage the location and expansion of non-profit organizations in the Downtown Core to better service the City and Region.

Open Space

4.1.11 Open space will be provided in the Downtown Core to contribute to the general amenity and leisure opportunities in the area.

4.5 PARKS AND OPEN SPACE

The areas designated Parks and Open Space are lands to be used for Recreation and ancillary uses. Parks and open space are a vital part of the Central Area's attraction as a people place. Areas designated Parks and Open Space serve to support and balance the other uses in the area, particularly residential.

At present, it is recognized that there is a great shortage of park space in the Central Area. Therefore, innovative methods of increasing the amount of park space in the Central Area should be considered.

The lands of the Escarpment and the Waterfront, two of Hamilton's best natural assets, should be properly utilized for park and recreational purposes to improve the quality of life and the City's image. The unique features of the Waterfront are dealt with in Section 4.6 (Waterfront Recreation).

Neighbourhood parks are intended to serve neighbourhood residents and should be of high quality and designed to meet the needs of the neighbourhood.

Permitted Use	4.5.1	The areas designated Parks and Open Space on Schedule A-1 are to be used for parks and open space of local and area-wide appeal in accordance with the provisions of Subsection A.2.4. The location of uses will be addressed in detail in Council adopted Neighbourhood Plans.
Park Development	4.5.2	Parks and open space in the Central Area should be planned, acquired and developed to a high standard, as well as expanded and integrated with other land uses and activities. The areas designated Parks and Open Space will receive high priority for development, improvement and expansion.
Park Categories	4.5.3	Parks and Open Space in the Central Area will be categorized by use and function as Community, Neighbourhood, City-wide and Metropolitan Parks.
Neighbourhood Plans	4.5.4	Parks and Open Space will be designated and defined in the review and preparation of Neighbourhood Plans.
Preservation of Open Space	4.5.5	Parkland will be designated to reflect the need for Parks and Open Space in the Central Area. Consideration should be given to ensure the preservation of existing Open Space.
New Parks and Open Space	4.5.6	New Open Space and Park need to be created by means of the exploration of new concepts such as the conversion of streets, indoor parks, and the use of other public space which could be designated as Parks and Open Space.

4.8 MOVEMENT

An efficient comprehensive transportation and transit system is essential to the Central Area. The system serves to integrate traffic with a desirable living and working environment.

This transportation system embraces car, bus, bicycle, rail, truck, pedestrian movement, as well as roads parking, loading and distribution points. This system should move people and goods into, out of, and within the Central Area with minimum disruption to the existing environment. In addition, the system is essential to the Central Area's role as the primary Regional employment centre and the enhancement of its business and commercial functions. In this regard, public transit plays a positive role in the development of the Central Area. The transit system will focus on the Downtown Core to increase accessibility and reduce the need for private vehicles in the area.

Key improvements include:

- reduction of "through" truck and commuter traffic within the core, and the interior of residential areas;
- continued development of a circumferential road system;
- provision of a pedestrian circulation system (e.g. +15 pedestrian walkways) in appropriate locations, upgrading and widening of sidewalks to link residential development to commercial, shopping, recreational facilities;
- continuation of the development of an efficient, co-ordinated public transit system; and,
- resolution of environmental concerns associated with the high volume of traffic in the Central Area.

An effective transportation system must achieve a proper mix of all forms of movement. Planning should provide for an appropriate mix of pedestrians and vehicles to achieve a balance between accessibility and a healthy environment. Continued monitoring of the traffic flows and volumes will be undertaken so as to provide the basis for making necessary adjustment in the future.

Policies regarding movement apply throughout the Central Area. Further, the policies of Subsection B.3 also apply to the Area.

Efficient System	4.8.1	The operation and adjustments to the traffic system should be compatible with the safety and convenience of pedestrians, desired land uses, and other goals for the Central Area.
Roads	4.8.2	Roads and sidewalks should be properly maintained as part of the overall enhancement of the image and environment of the Central Area.

Through Traffic

4.8.3 In order to alleviate traffic problems and reroute through vehicular traffic, especially truck traffic, away from the downtown area, there will be a new transportation route which would link Burlington Street West to Highway 403. In this regard, planning for such a route should reflect the overall goals for the Central Area with special consideration given to resolving any potential problems arising from its impact on adjacent residential neighbourhoods, the waterfront, the environment and on traffic flow through the Downtown Core.

4.8.4 The existing system of major roadway and truck routes should be maintained and modified as required.

Diversion of Through-Traffic

4.8.5 In order to minimize disturbance and enhance the residential amenity, wherever feasible, through traffic will be encouraged only along roadways identified as major roads on Schedule "F".

Road Priorities

4.8.6 Any decision on the priority for new roads should take into account the importance of the Central Area in providing a high level of service to the whole Region, creating employment opportunities, energy efficiency, and improved environmental quality in terms of amenities and safety.

Parking

4.8.7 To preserve and promote the economic health of the downtown core as the Regional economic centre, sufficient parking spaces should be available. Parking facilities should be improved, both by the City and privately. These spaces should be conveniently located and operated in such a manner as to encourage their use for short term parking needs for shopping, entertainment and business. As such, parking should be provided in accordance with the following provisions:

(i) parking, loading and docking facilities for new development will be encouraged. Preference should be given to multi-level parking structures provided by the proponent or in co-operation with other developers to support an increased employment and shopping population;

(ii) on-street parking will continue to be reviewed for maximum use of the spaces and compatibility with safety, movement and environment needs;

(iii) Off-street parking lots will be encouraged in accordance with the policies of Sub-section 4.9; and

(iv) Major parking facilities should be located and arranged so as to minimize through traffic and reduce congestion. They will be encouraged to locate in the Downtown Core.

Pedestrian Movement	4.8.8	Council will encourage improvements to and expansion of the pedestrian circulation network which may consist of +15 pedestrian walkways sidewalks and communal areas in proposed development in order to enhance the attractiveness of the downtown core.
Vehicle/ Pedestrian Interface	4.8.9	Wherever feasible, vehicular and pedestrian traffic will be separated.
Pedestrian Access	4.8.10	Improved pedestrian access should be encouraged in the downtown core for the elderly, children and the disabled (e.g. wheelchair ramps).
Pedestrian Links	4.8.11	In accordance with the provisions of Subsection B.3.4 of this Plan, pedestrian walkways will be encouraged to form a continuous green space corridor linking the Escarpment to the Bay. These links will provide access to parks, residential areas, the Downtown and other pedestrian destinations in the City.
Bicycle Routes	4.8.12	The safe, convenient use of bicycles in a way that minimizes conflicts with pedestrians and vehicles will be encouraged, through the provision of bicycle routes throughout the Central Area.
	4.8.13	A bicycle path system, similar to pedestrian links, will be encouraged to link the Escarpment and the Bay and provide access to parks, residential areas, the Downtown and other destinations in the City.
Public Transit	4.8.14	All forms of public transit should contribute to a convenient and coordinated system of transportation within the City. Accordingly, the downtown urban transit bus mall will be improved, as required, to ensure downtown's role as the primary focal point of transit service and thereby provide access to employment, commercial and cultural activity nodes in the Area.

Multi-modal Transportation	4.8.15	A multi-modal transportation terminal should be provided at the Canadian Pacific (formerly T H & B) station.
Rail Service	4.8.16	Commuter (GO Train) inter-city passenger rail services linking Hamilton, and all other centres should be improved.
Bus Services	4.8.17	The bus service between Hamilton and Toronto and Hamilton and surrounding communities within and beyond the Hamilton-Wentworth Region should be maintained and improved.
Transit Links in the City	4.8.18	For the convenience of users, innovative methods will continue to be encouraged in order to improve the efficiency of public transit linking the downtown core and other areas of the City and beyond.
Air Service	4.8.19	The use of Hamilton Airport should be encouraged as a stimulant to the economic well-being of the Central Area.

4.9 URBAN DESIGN

It is intended that the character and role of the Central Area will be enriched through urban design principles in accordance with Section C of this Plan to ensure an attractive environment for the benefit of existing and future residents, as well as strengthen the economy.

Urban design is concerned with the visual and functional interrelationship of buildings and spaces. Urban design principles address the need for preservation and enhancement of the built environment and especially of areas and buildings of historic and architectural significance while still encouraging and providing for high quality design of new development. As such, policies relating to Urban Design will apply throughout the Central Area and address:

- the enrichment and expansion of the character of the Central Area through a high level of design standards;
- the preservation of buildings and areas of historic and architectural significance;
- the preservation and development of attractive and compatible streetscapes; and,
- the provision of safety, security and energy conservation measures in new development.

4.9.1 Design of the Central Area

It is through a high quality of design that the Central Area can be made a more attractive place to live and work, as well as stimulate and attract additional high quality development.

Design Excellence	4.9.1.1	Design excellence will be required to create an attractive and cohesive environment throughout the Central Area.
Building Design	4.9.1.2	Innovative building designs and layouts will be encouraged, particularly if they involve integration of different land uses.
Views and Vistas	4.9.1.3	Council will encourage building design which preserves important vistas of the Escarpment, the Bay, and significant architectural features.
Weather Mitigation	4.9.1.4	The design and siting of new buildings will take into account how the new structure and surrounding buildings modify the effects of wind, rain, snow, sun, heat and cold. Efforts will be made to mitigate the effects of adverse weather conditions, particularly on pedestrians.

Human-Scale Design	4.9.1.5	Council will encourage building design which takes account of the human scale and human interaction through consideration of such factors as height, mass, exterior design, access and amenity.
	4.9.1.6	Council will encourage any new buildings in the vicinity of heritage buildings and areas to be compatible in terms of scale, height and proportions with development in the surrounding area.
Setbacks	4.9.1.7	Council will encourage appropriate building setbacks taking into consideration existing setbacks and development of setback areas for pedestrians.
Prominent Sites	4.9.1.8	The design of development in key locations in the Central Area should be given particular design attention, (e.g. lands adjacent to York Boulevard)
Gore Park	4.9.1.9	The area surrounding Gore Park should be given special design attention in order to maintain the sense of enclosure already present and reflect and enhance its human scale.
Links	4.9.1.10	The design of commercial, institutional and recreation nodes in the Central Area should take into consideration attractive streetscaping and pedestrian movement considering the needs of existing and future uses.
Density of Development	4.9.1.11	New development in the form of a variety of densities and heights will be encouraged. However, high-rise development will be discouraged in predominently low-rise residential areas.
Waterfront Development	4.9.1.12	The design of waterfront development should be compatible with the natural environment and with the adjacent neighbourhood.
Site Plan Control	4.9.1.13	Site plan control will be applied throughout the Central Area for all developments, except one and two-family dwellings.

4.9.3 Streetscape

The high level of quality should be provided for streetscapes in the Central Area. Attractive and compatible streetscapes should be maintained and preserved.

Streetscape Design	4.9.3.1	Throughout the Central Area, Council will establish and follow high quality standards for the streetscape through provision and coordination of appropriate paving material, street furniture, bus shelters, lighting, kiosks and booths, fountains, trees, other plant materials, and sidewalk activities provided normal pedestrian use is not impeded.
Signs	4.9.3.2	Outdoor advertising and signs will be coordinated and designed to complement the streetscape in the Central Area by means of Sign By-laws.
Facades	4.9.3.3	The integration of building facades and sidewalk areas will be encouraged to enhance and create an attractive sidewalk atmosphere.
Cleanliness	4.9.3.4	Council will ensure that the Central Area and Downtown Core, in particular, present a clean and orderly appearance.
Parking Lots	4.9.3.5	Wherever feasible, parking lots will be buffered and/or landscaped, so as not to adversely intrude upon the public view while maintaining safety standards.
Vacant Properties	4.9.3.6	Council will encourage the proper maintenance and attractive appearance of vacant properties.
Outdoor Art	4.9.3.7	Council will encourage the introduction of outdoor public art, including sculptures and murals, as elements of the streetscape.
Relocation of Railroad Tracks	4.9.3.8	Council will encourage the relocation or removal of railway tracks which do not require a Central Area location. The future of these lands will be subject to special study.

8a

PUBLIC PARTICIPATION:

POLICIES AND PRACTICE FOR THE

HAMILTON-WENTWORTH AREA

September 15, 1986

1. INTRODUCTION

The Social Planning and Research Council of Hamilton and District has committed itself to encouraging community development. One means of achieving this end is to promote and facilitate increasing public participation. The purpose of this document is to provide information which will assist community groups, public and private agencies in encouraging public input into issues affecting the local community. It can be seen then as a resource manual for groups and individuals who agree with the philosophy of public participation.

The document has four major sections. Relevant literature is reviewed in the first section. The main objective here is to provide a clear definition of citizen involvement practices and principles. Several issues are covered in the review: the rationale behind public participation; an outline of the more prominant, and viable models; and finally, the costs and benefits associated with public participation are discussed.

In the second section we outline a model which, we feel, presents a viable framework for participation.

The third section is more practical in its intent, offering answers to the question of "How to increase participation". To answer this question, we organize the section around the themes of (1) implementation, (2) the types of resources which may be of use and (3) how to evaluate and monitor the programme once it has been implemented.

The final section provides an extensive bibliography which cites references not only to the theoretical literature but also to case studies and to papers dealing with technical (ie. "how to") issues.

2. LITERATURE REVIEW

2.1 WHY PUBLIC PARTICIPATION

To begin with, consider the question "What do we mean by participation?" Do we mean simply asking people to express an opinion or are we implying a larger community-wide decision-making process? Or perhaps it means waiting for the community to raise an issue, rather than going to it with an idea? There is no clear consensus as to what constitutes acceptable levels of participation. Some people are happy with the electoral process. Others feel that co-operatively organized projects are the only means of fully including concerned citizens. We need to consider some of the issues around defining participation.

Sherry Arnstein (1969) defined 8 levels of participation. Her model will be dealt with in more detail below. The main point to be noted here is that there are various degrees of participation ranging from virtual "non-participation" to full "community control". Such a broad spectrum suggests the problems with providing a simple definition of participation. The reader is referred to the bibliography which accompanies this paper to get some idea of the variety of perspectives. However, a simple working definition is provided by the Bureau of Municipal Research (1974:10) which defines citizen participation as:

> A component of the democratic system which permits non-elected members of the community to exercise some control over decision making which goes beyond elections.

This is a useful definition because it:

(1) includes a notion of the public (ie. non-elected members) which does not exclude anybody;

(2) it captures the idea of giving some element of control to these people; and

(3) it is broad enough to include perceptions of citizen participation ranging from Arnstein's non-participation through to calls for more radical changes. It therefore allows groups from many persuasions to have some common point of focus.

What then are the objectives of public participation? The most fundamental concern is to get residents of a community (or some other scale) involved in all aspects of the planning process. At this point, it should be made clear that planning is used in a very broad sense to refer to social, economic and landuse planning. Further, it refers to public and private practices. For example, a decision by a private property developer is a planning decision by that organization. Members of the community who are likely to be affected by such a decision must be given adequate opportunity to have meaningful input into the process. Similarly, a local government decision regarding day care should actively encourage participation by people potentially affected. In a crude sense public participation seeks to encourage "consumers" (whether of an actual good or service, or of some externality) to interact with the "producers" (government or private agency). Public participation then, is concerned with a redistribution of power in an attempt to increase the well-being of the entire community.

Public involvement in decision making does not imply the compromise of technically-sound and technically-aided solutions to problems. To ensure that this compromise does not occur, there must be acceptance of the responsibility

to educate and inform the public equally in preparation for a successful decision-making process. At the same time, planners must be willing to be educated by the public (Friedman, 1973). "Mutual education of the planners and public through an exchange of information must occur" (Creighton, 1981, p.4). The educational role of the participation programme is therefore a two way process and must be assessed on the basis of two factors:

> 1) how effective is it in educating the planners, 2) how effective is it in educating the public. (Ayer, 1972,p.4)

Several principles are crucial to an effective public participation programme.

1) The programme must provide every individual who is affected by plans of change, an equitable opportunity to participate in the planning process. To meet this objective, citizens must be involved early in the process. All input offered by citizens must be considered through recording and feedback mechanisms. Participants must further be informed as to the effects of, or responses to, their input.
2) The programme must serve to identify relevant public concerns and values as well as resolve conflicts which arise out of planned changes. The identification of these conerns is as much the responsibility of the community participants as well as the "developers of the project". That is, citizen participation encourages communities to be <u>initiative</u> rather than reactive.
   A key requirement for this objective to be realized is the collection and provision of adequate information about the project, the community, attitudes toward the plans for change, and the types of

input people are prepared to make.

3) The programme must seek to develop a consensus on the issue. Clearly this objective can be more easily attained if the participation process is fair and reasonable and carries credibility within the community. It will also require that the public have a role to play which assists in the decision-making. This role must be defined and understood early in the process and may need to be tailored differently to suit various planned changes.

To establish a balance between community needs, project goals and available resources, there is a need for a well-defined co-ordinating system and enabling structure. Citizens must understand how their input will be considered and influence - even change - decisions. Government response to citizen input is crucial and must be honest and legitimate. The enabling structure must reinforce citizens' belief that they can participate in a meaningful way.

The most vital aspect of a successful enabling structure is the provision of adequate information about the project. However, access to such information only in the final stages of decision-making presents a barrier. Information must be available from the <u>beginning</u> of the process (ie. at the problem identification stage). Citizens require knowledge to participate meaningfully and contribute. Any information concerning the consequences of decisions must be made clear to participants; without this, problems will arise. At the same time however, a public participation programme must

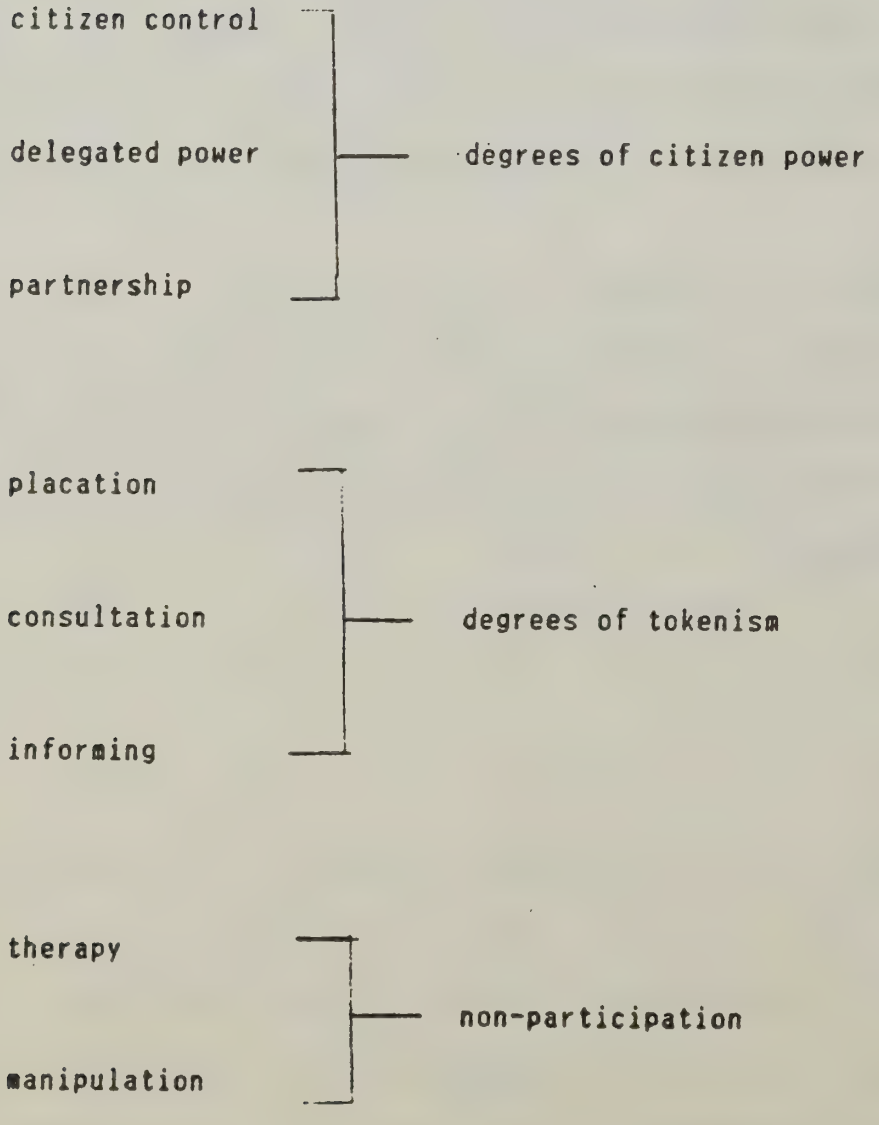
emphasize the reciprocity of information. The community must also provide information to whatever agencies may be involved in meeting actual or potential needs.

A well developed programme which promotes community input should seek to minimize actions which essentially monopolize time, or only offer criticisms which reflect limited self-interests in a project. They should, on the other hand, work to motivate all involved and support efforts to participate.

Finally it is important to allow flexibility in the programme, without sacrificing the integrity of previously stated ideals, in order to respond to any unexpected developments. Again, the onus to respect and constructively use this flexibility is on <u>all</u> parties that are interacting around a particular issue.

TABLE 1

LADDER OF CITIZEN PARTICIPATION



Source: Arnstein (1969)

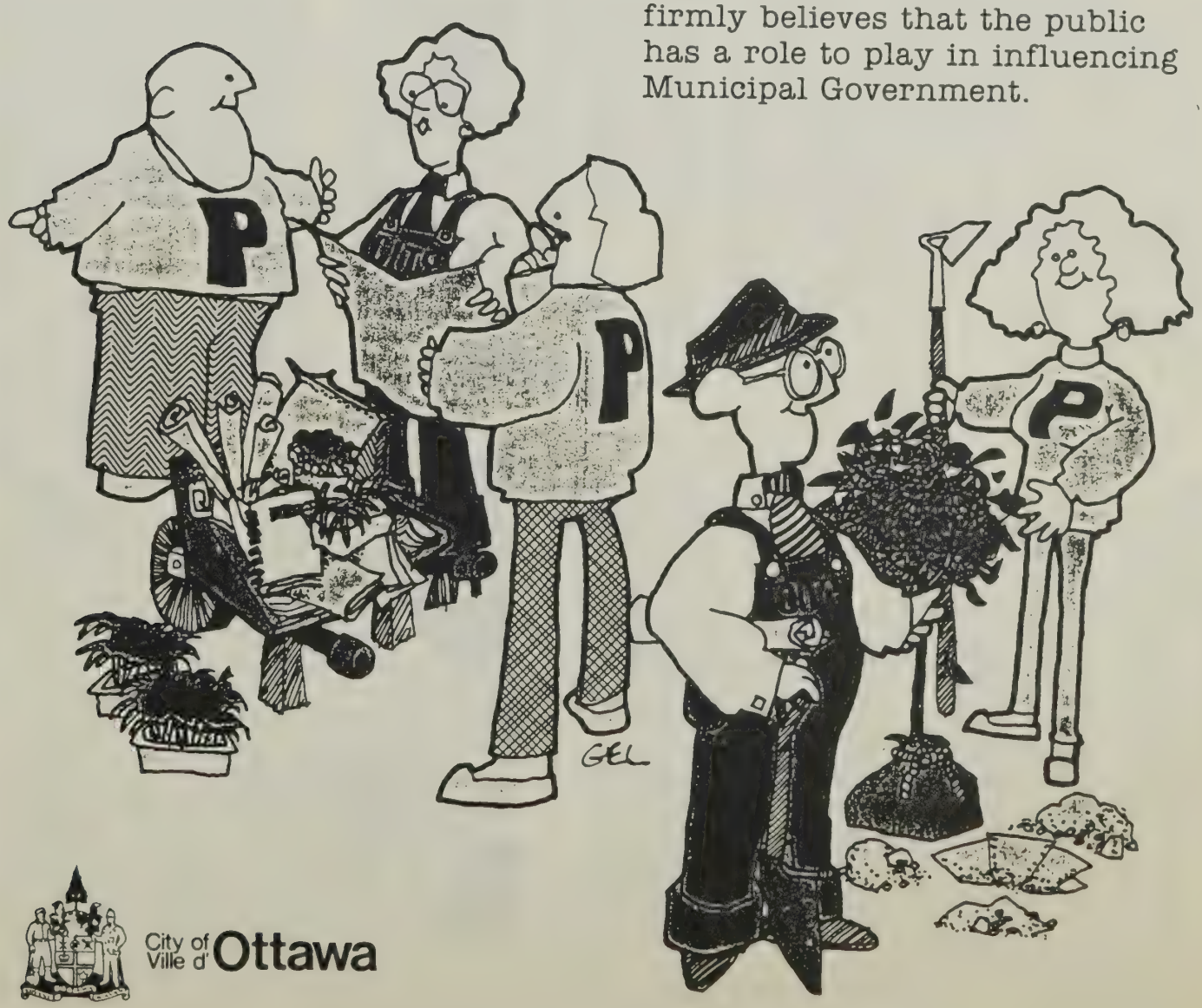
Public Participation is Partnership

The City & Citizens

Public Participation Policy

Goal

The City of Ottawa is committed to a democratic, open and responsive Government. It firmly believes that the public has a role to play in influencing Municipal Government.



City of Ville d' Ottawa

Information

Policy Statement

The City will inform the public of ongoing policies and programmes of the City in a manner that will be:

a) Clear, concise, accessible and timely;
b) designed to achieve a broad understanding of Corporate policies and programmes and their impact on the total community.
c) in both official languages and other languages where required.



General Procedures

The City will:

- Seek out areas in which lack of knowledge of City policies and programmes prevents understanding of and action on, municipal activities by the public.
- Test information material on the public it is intended to serve.
- Provide for feedback on and periodic evaluation of information material.

Implementation Guidelines

1. Identify public to be informed:
   - **Level 1** • All citizens or the whole area of the City.
     • Specific groups within the overall City area.
   - **Level 2** • Constituents of a ward, similar size area, or special interest constituency.
     • Specific groups within the ward or constituency.
   - **Level 3** • Area or constituency smaller than a ward (local)
2. Identify appropriate method(s) for reaching public involved.*
3. Test information material for clarity to client public.*
4. Allow adequate preparation time so that material produced will be timely.
5. Include a contact name for further information or feedback.
6. Set up an evaluation procedure.

**As appropriate, confer with:*

- *Community Resources Division*
- *Clerk's Office*
- *Advisory Committee*

Notification & Consultation

Policy Statement

The City will actively seek opinions, attitudes and advice of individuals, community and special interest groups regarding any new policies and programmes as well as contemplated or impending changes to existing policies and programmes in a manner that will, prior to decisions being taken:

a) ensure that proper information and notification is provided to facilitate consultation
b) ensure that appropriate opportunities are provided for consultation to occur
c) ensure that reporting mechanisms are in place which will provide Council with complete and unbiased results of this consultation
d) ensure that notification be provided and opportunities for consultation be available in both official languages and other languages where required.



General Procedures

The City will:
when new policies or programmes, or changes to existing policies or programmes are contemplated or impending,

- notify, and
- provide opportunities for consultation to those citizens of the City, or parts or constituencies thereof, who are affected.

Implementation Guidelines

1. Identify public to be notified and consulted:
   - **Level 1** • All citizens or the whole area of the City.
     • Specific groups within the overall City.
   - **Level 2** • Constituents of a ward, similar size area, or special interest constituency.
     • Specific groups within the ward or constituency.
   - **Level 3** • Area or constituency smaller than a ward (local).
2. Identify type of input required:
   - general comments
   - specific concerns
   - technical review comments
   - ideas for solutions
   - problem solving
3. Develop appropriate processes and techniques in order to*
   - Notify the public involved.
   - Consult with the public involved.
   - Identify possibility for a community building component.
   - Establish a recording and feedback mechanism.
   - Set up an evaluation procedure.
4. Carry out the appropriate notification and consultation process.
5. Evaluate the process of notification/consultation

Community Building

Policy Statement

The City will encourage citizens to take action on their own behalf to meet community needs in a manner that will:

a) define and meet their own needs with respect to municipal services;
b) use their expertise;
c) develop City programmes in partnership with citizens;
d) provide these opportunities in both official languages and other languages where required.



General Procedures

The City will:

- consider the provision of staff and/or other resources to aid citizens to define their needs for community services and to develop community organizations and expertise to meet these needs, either through their own efforts or in partnership with the City.
- approach the planning and delivery of community services in a manner which will provide opportunities for community development and action.

Implementation Guidelines

1. Identify public to whom community building initiatives apply:
   - **Level 1** • All citizens or the whole area of the City.
     • Specific groups within overall City.
   - **Level 2** • Constituents of a ward, similar size area, or special interest constituency.
     • Specific groups within the ward or constituency.
   - **Level 3** • Area or constituency smaller than a ward (local).
2. Identify type of resources required: material, educational, financial, personnel.
3. Develop and carry out an appropriate process which will:
   - develop the capabilities and use the expertise of community members.
   - facilitate the interchange of information and problem-solving throughout the community on an ongoing basis.
   - assist community groups to relate to each other for mutual benefit and development.
4. Utilize appropriate feedback and evaluation techniques.

For information
Community Development Department
Community Resources Division
863-3080

FEATURE



Winnipeg's COMMUNITY COMMITTEES

Bringing civic politics to the people.

For more than seventeen years, Community Committees have been an integral element in Winnipeg's decision-making process. Why they perform such a vital role is clearly stated in the white paper which formed the basis for the creation of the City of Winnipeg Act in 1971: "It is possible to devise at the community level a framework within which the local citizen cannot merely perceive clearly the issues affecting him, but can act forcefully and effectively in his own self-interest."

In essence, Community Committees offer Winnipeg's citizens the opportunity to participate in political decisions.

Originally numbering 13, changes adopted in 1977 reduced the number of Community Committees to the following six:

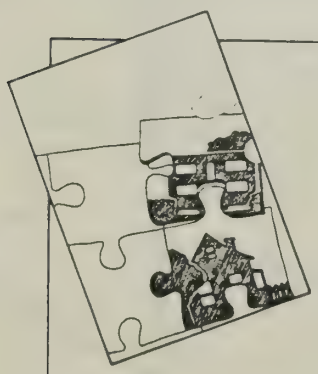
1. **City Centre-Fort Rouge**
2. **St. James-Assiniboia**
3. **Lord Selkirk-West Kildonan**
4. **East Kildonan-Transcona**
5. **St. Boniface-St. Vital**
6. **Assiniboine Park-Fort Garry**

Furthermore, the number of wards was reduced from 51 to 29. The ward and Community Committee distibution has undergone additional review earlier this year. The changes introduced have been noted in the box below.

Structure

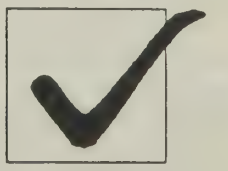
Community Committees provide a decentralized, neighbourhood-based public forum. This decision-making process attempts to balance Winnipeg's traditional Standing Committee system that deals with more functionally grouped issues. The system is unique in Canada in that elected Councillors sit as members of Council, as members of functional Standing Committees, and as members of local Community Committees, all simultaneously.

Given that Winnipeg Councillors are elected on a ward basis, with twenty-nine



Major Changes

The past year bore witness to considerable change in the political character of civic government in Winnipeg. Two events in particular helped shape this change: the restructuring of wards and community committee boundaries and the recent municipal election.



1 Boundary Changes

In March 1989, the Winnipeg Wards Boundaries Commission released its final report which was subsequently passed in the legislature. Although the total number of wards remained at 29 many ward boundaries were adjusted to better correspond with recent population data and settlement patterns. Through this reallocation process, the St. James-Assiniboia Community was reduced to 3 wards from 4, and the St. Boniface-St. Vital Community was increased to 5 wards from 4.

2 Municipal Election

The October election resulted in a number of new faces at City Hall. In fact, 13 of the 29 seats changed hands. Coincident with this development was the passing of a Provincial statute amending the City of Winnipeg Act to grant more power to the mayor. Together these two changes should result in a significant difference in political decision-making and accountability. Refer to page 10 for a list of councillors as well as a summary of the mayor's new role.

wards representing a total population of more than 600,000 citizens, ward and Community Committee scale issues are an extremely important part of a Councillor's mandate. The six Community Committees have evolved to the point where they represent the first line for managing neighbourhood and community issues. Of particular interest to the activities of the Department of Environmental Planning is the role of Community Committees in relation to planning, zoning, and land-use control.

Mandate

As outlined in The City of Winnipeg Act, the Community Committees have the following mandate:

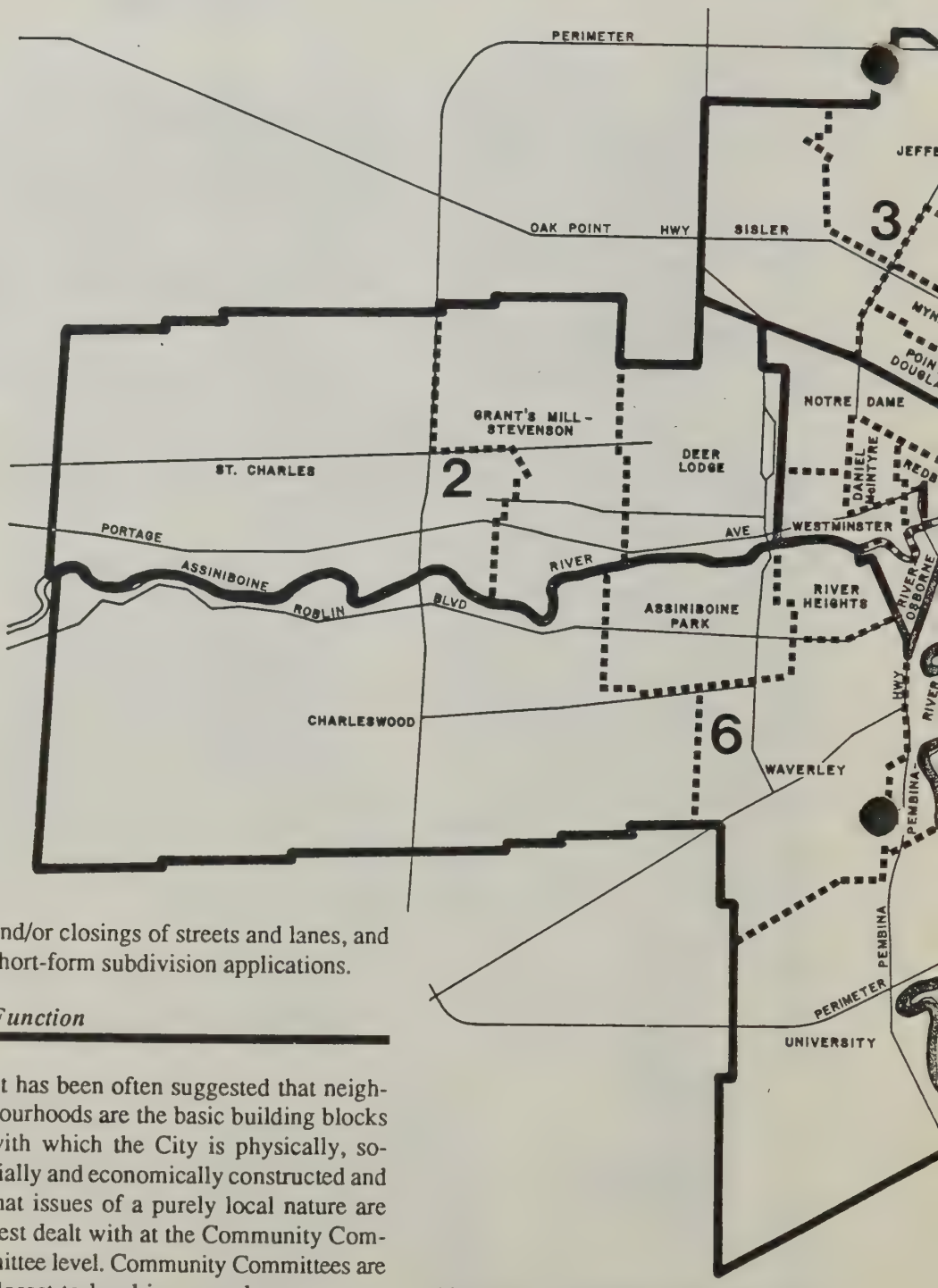
1. to maintain the closest possible communication between the City and the residents of the community,

Community Committees are closest to local issues and are most capable of responding to the neighbourhood's needs.

2. to develop and implement techniques that inform residents about City activities, and
3. to develop and implement techniques for soliciting advice and assistance from the resident advisory group.

Legislation further requires that Community Committees be the first and only public hearing body regarding applications for rezoning and/or subdivision, variance applications, conditional use applications, proposed zoning by-law text amendments, action area plans and subsequent amendments, and amendments to zoning agreements.

In addition, Community Committees are consulted regarding land consent applications, proposed Plan Winnipeg amendments, proposed Community Plan amendments including a first public hearing, the proposed listing of a Grade III historical building under the Historical Buildings By-law, the legal openings and/or closings of streets and lanes, and short-form subdivision applications.

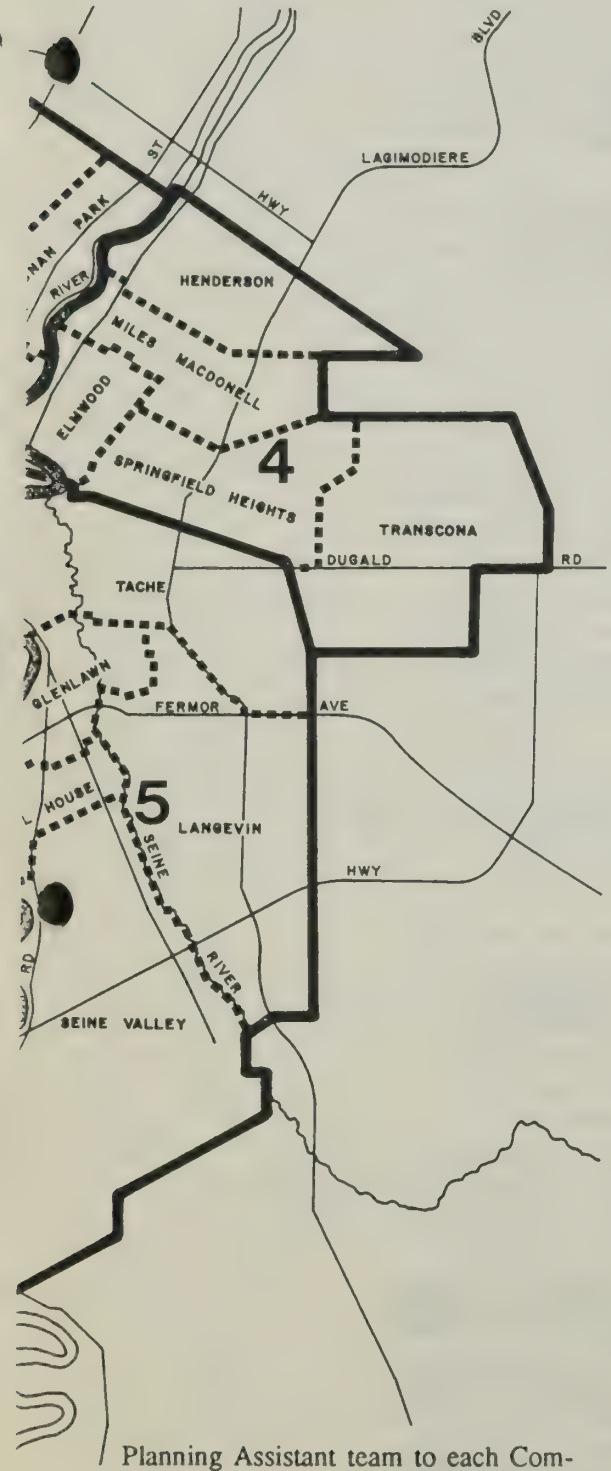


Function

It has been often suggested that neighbourhoods are the basic building blocks with which the City is physically, socially and economically constructed and that issues of a purely local nature are best dealt with at the Community Committee level. Community Committees are closest to local issues and are most capable of responding to the neighbourhood's needs. Certainly, they are the most directly affected by decisions made on behalf of neighbourhoods and by conflicts that develop within neighbourhoods. Community Committees, and local councillors as members of Community Committees, are the first to become aware of neighbourhood issues and potential controversy. Consistent with this theme, Community Committees have a very important and regular role to play in land-use and development decision-making. In this regard, there is a close working relationship between members of Community Committees and staff members of the Department of Environmental Planning.

Administrative support is given to Community Committees through the assignment of a District Planner/District

FEATURE



COMMUNITY	*WARD*
1. City Centre - Fort Rouge	*Notre Dame* *Daniel McIntyre* *Redboine* *Westminster* *River-Osborne*
2. St. James - Assiniboia	*St. Charles* *Grant's Mill-Stevenson* *Deer Lodge*
3. Lord Selkirk - West Kildonan	*Jefferson* *Sisler* *Kildonan Park* *Mynarski* *Point Douglas*
4. East Kildonan - Transcona	*Henderson* *Miles MacDonell* *Elmwood* *Springfield Heights* *Transcona*
5. St. Boniface - St. Vital	*Tache* *Glenlawn* *Langevin* *Riel House* *Seine Valley*
6. Assiniboine Park - Fort Garry	*Pembina-Riverview* *Waverley* *University* *River Heights* *Assiniboine Park* *Charleswood*

Planning Assistant team to each Community Committee. Such support is essentially technical in nature, particularly during public hearings conducted by the Community Committees. In the case of development applications such as rezonings, subdivisions, variances, conditional uses and other special approvals, the planner/planning assistant team conducts an analysis of the proposal, prepares a detailed report for the Committee members, and attends the public hearing in order to support the report and provide technical assistance. In the more general context of small area planning, the same staff is available to the Community Committees to provide assistance in the preparation of special studies and reports, and for meetings with residents groups, land owners or other concerned citizens.

Public Input

Community Committees conduct public meetings on a regular basis, generally every three weeks. (See schedule on page 11.) At these meetings, the Community Committee hears the applicant's presentation regarding a given development proposal as well as comments by any person wishing to stand either for or against that proposal. Both oral and written comments may be received. Most development applications such as zoning variances, conditional uses, rezonings and subdivisions require posting of the subject site fourteen days prior to the hearing date. In addition, conditional uses, rezonings and subdivisions require that advertisements be placed in both major newspapers prior to the public meeting. This "public notice" is necessary to ensure that as many interested persons as possible are made aware of the applications so that proper representation can be made.

In addition to dealing with these somewhat formalized procedures with development applications, Community Committees also set general development directions for the community and its neighbourhoods. In emerging areas, usually on the edges of the built up areas of the City, concept plans are prepared by the Department of Environmental Planning at the direction of a Community Committee to be used as guides for development. In existing neighbourhoods, the Community Committees are responsible for issues such as neighbourhood stabilization, zoning rationalization and managing infill development.

Council has become increasingly reliant on the local Community Committee to resolve neighbourhood issues.

In summary, it is important to recognize that Community Commitees have evolved to become the most capable body for managing and moderating local issues. This responsibility is not so much the product of legislative requirements, rather it is the result of seventeen years of experience whereby Council and its Standing Committees have become increasingly reliant on the local Community Committee to resolve a variety of neighbourhood issues. ■

For more information contact the District Planning Branch at 986-2635.

Neighborhoods:
Smaller, More Responsive Local Government

Thomas J. Mikulecky

Municipal officials, both elected and appointed, as well as community leaders and citizens with pride in their community, go to great lengths to devote time and money to promoting or advertising the "good life" in their communities. They boast about assets, services, and facilities, claiming competitively with one another that the "good life" is so much more achievable in their community than in others. And in many cases they are right because these assets do indeed contribute to the quality of life.

But facilities and services are not the most important factors contributing to the quality of life. Most people point to friendships and associations with others with whom they can relate and be comfortable as contributing most importantly to their way of life. They find these people in a variety of places and associations, but in cities they find them most often within their own neighborhoods.

Most cities are so large and diverse as to defy the term community. If community implies a common denominator of understandings, agreements, and values regarding "way of life," then certainly few cities are communities. The term is used more as a rallying point for promotional purposes than as a portrayal of reality or to describe the suburbs. Rather, cities are a patchwork or "quilt" of neighborhoods, each one of which contains a somewhat greater denominator of values than does the city as a whole. When we move (and especially when we *must* move), the neighborhood we choose to live in is selected on the basis of our compatibility with those already there, both economically and socially. Usually without research, but certainly relying on the senses, assumptions are made when renting or buying living quarters that a significant number of values will be shared with those already resident there. By making that decision we in effect adjust ourselves to that neighborhood, change some ourselves, and then contribute to the vitality of that neighborhood's lifestyle.

Thomas Mikulecky is a public management consultant, Peoria, Illinois. He is a former city manager of Peoria.

Policy-Making Structures

Public officials often discuss the "manageability" of local governments, usually calling them more unmanageable if they are more diverse. Public policy becomes increasingly difficult to formulate if it is expected to respond to the needs of the greater diversity. And public policy often fails to be made if the demands are too diverse to comprehend or deal with. But, as the saying goes, "In each problem, there lies an opportunity." Truly creative municipal policy-making and management personnel must consider using diverse neighborhood organizations as policy-making structures rather than be thwarted by the diversity of neighborhoods—which goes back to the matter of the relative efficiency of decentralized decision making. Or, to put it another way, how important is it to be efficient, when questions recur about how effective and responsive municipal policies are in dealing with the well-known problems of local government?

Public management literature contains much on neighborhood decentralization. Maybe the files and bookshelves need to be culled in favor of a new attitude or perspective. That new attitude would not regard neighborhood organizations as a threat to administration of the whole city, nor would it regard neighborhood store fronts or vacant buildings as just places to center municipal activities (although that is sometimes appropriate). Rather, the opportunity lies in recognizing, accepting, and utilizing the "quilt-

like" characteristics of our local governments for the purpose of policy making and of long-term growth of real communities within them. This involves the promulgation, support, and use of neighborhoods in planning and servicing our cities.

Diverse Responsibility Levels

Not only are neighborhoods diverse in economic and social terms, they are also diverse in their capability to take on responsibility. In Peoria, for example, some neighborhood organizations have been in place since World War II or since the subdivisions were originally platted. Many of these neighborhood leaders are accustomed to involving their organizations in city planning and service-oriented policy making. Other organizations come and go, depending upon the quality of their leadership, and are not currently fit to be the focus of true decentralization of policy-making authority. They will continue to be inconsistent and unreliable as long as the local government fails to give them that opportunity, and prevents them from being actively involved or assuming genuine responsibility.

If municipal officials are to consider true decentralization, values must be reconsidered because responsiveness to citizen-neighborhood needs may not be consistent with the time-cherished values of efficiency and economy (the guarding of the tax dollar). In fact, neighborhood-level decision making suggests a different level or mix of services in each neighborhood, along with the specter of considerable inconsistency and inequality of service, leading to potential inefficiency and diseconomies citywide that might as a whole cost more in taxes and fees. Will citizens be willing to pay more? They are already unhappy paying for what they are or are not getting now. Perhaps they would be willing to pay more if they had a more direct and tangible say over what services they were to receive. Government has become large and remote; it can be made smaller, closer, and more controllable.

A New Resolution

With this as background, it is appropriate to promulgate a council policy resolution, which would be an invitation to the neighborhoods to become increasingly responsible for quality of life, while the council divests itself of some of that responsibility, depending upon the varying capabilities and growth rates of neighborhood leadership.

This new council policy would do three things:

1. Formally structure neighborhood review and approval into all land use decision making prior to review by the citywide commissions.
2. Invite leaders of neighborhood organizations to seminars or workshops with officials/administrators to discuss and explore what local government functions can be decentralized, and give neighborhood councils the opportunity to decide what their neighborhoods will look like, how they will be used, and what services will be received.
3. Declare the local government's intention to decentralize not only services, but the authority over the mix, level, character, and financing of those services, and its intention to enter into agreements with formally structured neighborhood corporations capable of assuming that responsibility. **PM**

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Creating Neighborhood Connections

Frank Benest

In different kinds of settings, local governments are reexamining how neighborhood strategies can enhance governance and service delivery. In commuter-oriented suburbs, communities are trying to use homeowner associations to improve communication and rapport with new suburbanites who often identify more with their subdivision than with the community-at-large. In urban environments, cities are looking to neighborhood groups to counter gangs and drug pushers and to help take back parks and community centers, if not the streets themselves.

Local governments are using a variety of approaches to overcome the lack of connectedness between suburban families and their local governments.

Local government officials must acknowledge a variety of problems in adopting neighborhood strategies. First, there is mutual distrust. Local government officials often belittle what they perceive as the limited and parochial concerns of neighborhood groups. In turn, neighborhoods perceive local government as unconcerned, if not uncaring, about their particular interests. Second, it is difficult to involve residents in helping to govern or deliver services. Suburban parents feel overwhelmed and exhausted as they return from long commutes with hardly any energy to fix dinner or ask their kids what happened at school that day. Poorer urbanites are often too overwhelmed with the task of eking out an existence and dealing with the threats of neighborhood crime and violence to participate in municipal affairs. Third, governments hoping to contract out work to local community groups are hindered by state public bidding laws, union opposition, liability concerns with groups who cannot properly indemnify the local government, and work standards and quality assurance issues.

Even with all these constraints, government officials are looking at creative ways of harnessing the energy of neighborhood groups to achieve the following:

- improve two-way communication between city hall and the neighborhoods
- increase effectiveness of programs that require resident cooperation for success (e.g., recycling, water conservation, crime resistance)
- develop rapport between local government and neighborhoods, as well as help neighborhoods identify with the entire community.
- recapture facilities controlled by gangs, criminals, and drug users.

Building "Community" in a Commuter Society

In certain high-growth areas of the country, many commuter families are moving farther away from their urban jobs in search of affordable housing. Less and less social interaction takes place among people because homes have become cocoons.[1] Instead of playing at the local park or even in our yards or socializing on the front porch, we have created recreation rooms. Instead of going to the movies, concerts, or theater, families have home entertainment centers. Instead of going out to shop, we order by catalog or even electronically. We only open our front door for the pizza man.[2] And "veging out," especially as a

Frank Benest, Ph.D., is city manager of Brea, California.

"couch potato," has become an art form.[3]

In identifying with their subdivision, residents are often aloof at best to the total community and particularly to city government. This is a serious issue. If people do not act as a community, concerned with their neighbors and their local leaders about mutual problems, then municipal government cannot successfully solve the significant problems facing cities.[4]

Cities are using a variety of approaches to overcome this lack of connectedness between suburban families and their local government.[5] At the most basic level, local governments are using a neighborhood strategy for public information and citizen input. In my community of Brea, California, high-level elected and appointed officials routinely attend homeowner associations to inform residents of new initiatives, such as affordable housing, or to enlist their support in recycling, water conservation, fire prevention, or crime resistance. When public works projects disrupt neighborhood life, city staff go door-to-door disseminating "Street Watch" fliers. Staff also work with volunteer neighborhood contacts to spread the word. Several Brea homeowner groups have created "telephone trees" to pass on information, including news from city hall. In the same fashion, the planned community of Irvine, California, works with more than 100 homeowner associations, which serve as conduits of information and cosponsor public forums on city-related issues. Of course, to grab the attention of "cocooning" families, local governments must focus on emotionally compelling issues, including neighborhood safety, child care, subdivision landscaping, neighborhood recreation facilities, traffic, and other growth management issues.

Some local governments involve neighborhoods in the governing process. The city of Simi Valley, a southern California suburb of 100,000 residents, has created four neighborhood councils whose executive boards are appointed by the city council. All residents live within one of the neighborhood council areas and can participate in the monthly meetings. The city routes most development proposals for review and recommendation through these councils. Neighborhood-generated issues like traffic safety are also reviewed by them. The councils make recommendations to city departments as well as to the Planning Commission and city council. A full-time staff person coordinates technical assistance to the neighborhood councils.

Going beyond improving public information, generating input, and enhancing citizen cooperation, some cities involve neighborhood groups in problem-solving, program planning, and program oversight. In Brea, the city council directed staff to work with the South Walnut Neighborhood Association in responding to complaints about day laborers congregating on street corners. With the neighbors' help, city staff developed and funded a Job Center for Day Workers operated by a nonprofit agency. Anglo and Latino representatives from the South Walnut neighborhood helped plan the program and now sit on an oversight committee to ensure the program is conducted properly.

To create a feeling of connectedness and promote rapport between city hall and the neighborhood, some cities like Fresno, California, actively assist neighborhood associations in organizing street and block parties. Involving neighborhood groups in community-wide special events and celebrations (e.g., farmers markets, downtown street dances, outdoor summer film festivals) can help enlarge their sense of community beyond the neighborhood.

Finally, some cities have institutionalized their ongoing and growing relationship with neighborhoods. For example, Pasadena, California, has created a Neighborhood Connections Office within its Communications Department. This office maintains liaison and offers multifaceted services to over 70 neighborhood associations throughout the city. It serves neighborhoods by offering technical assistance and "how to" guides to groups wishing to organize. The office provides copy machines, computers, typewriters, and a lettering machine for neighborhood associations. Staff help organize neighborhood cleanup and beautification campaigns and serve as ombudsmen in assisting residents to deal with elected and appointed officials. Staff also identify emerging development and other issues affecting particular neighborhoods and suggest how groups can advocate their needs to the Planning Commission, city council, and other policy-making bodies. Of course, any local government taking this approach has to deal with the potential conflict created by staff assistance to neighborhoods that may oppose official government positions.

Taking Back the Streets

In most suburbs, local governments have not relied on community groups for direct service delivery. Some suburbs, such as those in Fullerton, California, do fund scouts and other groups to clean up litter in parks. Any coproduction of services with neighborhood groups, however, is minimal.

In contrast, big-city governments are now considering neighborhood strategies to reclaim parks, gyms, community centers, and other municipal facilities in crime-ridden neighborhoods. For example, Los Angeles has

identified 66 "dead parks" controlled by gangs, addicts, and drunks.[6] These are parks where swings are broken, tennis court nets are missing, and swimming pools are marred with graffiti and filled with broken bottles. Real fear keeps neighborhood residents away. A recently developed Community Mobilization Plan, commissioned by the city of Los Angeles, suggests that neighborhood action can recapture these dead parks.[7]

While city police and park staff are essentially "visitors," community members can provide an around-the-clock presence. Consequently, Philadelphia officials supported community groups that picketed suspected crack houses and held barbecues and block parties in drug-infested parks and on street corners to disrupt drug activity. To create a real sense of community ownership, the city of Toronto, Ontario, Canada, has organized "neighborhood park corporations," voluntary citizen boards that direct city staff and programming at local facilities.[8] Going a significant step forward, city government in Anchorage, Alaska, contracts with neighborhood groups to spot and report zoning violations, remove abandoned vehicles and trash piles, manage ski trails, and manage and maintain local recreation facilities.[9]

In crime-ridden neighborhoods, direct government, intervention may be less than successful. Support (including funding) of neighborhood groups may not only cost less than direct government action, it may also be more effective in taking back municipal facilities.

Adopting Uncomfortable Roles

To use neighborhood strategies, local governments need to adopt new kinds of roles. These new roles involve using creative neighborhood-based communication approaches, helping organize community groups, providing technical assistance and other resources to existing groups, and even funding neighborhood associations to deliver services and manage municipal facilities. These new roles can be integrated into existing departments and/or facilitated by a neighborhood services office.

In addition to adopting these nontraditional and perhaps uncomfortable roles, local governments must accept more risks (e.g., liability exposure), overcome legal barriers (e.g., public bidding regulations), and often tolerate conflict between neighborhood perspectives and official government positions. The payoffs, however, can include creating better relationships, communication, and cooperation between government and residents and, in some cases, reclaiming neighborhoods. **PM**

[1]Beth Ann Krier, "The Essence of Cocooning," *Los Angeles Times*, August 7, 1987, Part V, p.1; and "Americans' New Quest, Seeking Safety of the Cocoon," *Marketing News*, v.20, no. 23, November 7, 1986, p.27.

[2]Daniel Whitehurst, presentation to City Managers Department, League of California Cities, San Diego, California, February 11, 1988.

[3]David Blum "Couch Potatoes: The New Nightlife," *New York*, July 20, 1987, pp. 24-30.

[4]Frank Benest, "Building 'Community' in Commuter Societies," *Western City* Magazine, September 1988, pp. 22-24.

[5]*Ibid.*

[6]David Johnston, "The Dead Parks," *Los Angeles Times*, September 3, 1987.

[7]Jack Foley, "Taking Back the Parks," *California Parks and Recreation*, Summer 1990, pp. 31-38.

[8]*Ibid.*

[9]Tom Fink, "Need Neighborhood Services? Try Hiring the Neighbors," *Governing*, October 1989, p.86.

Resources for Local Government

For general technical assistance, contact National Association of Neighborhoods, 1651 Fuller Street, N.W., Washington, D.C. 20005, 202/332-7766, no fax number.

For assistance in communicating with neighbors, contact the City and County Communications and Marketing Association (3CMA), 1511 K Street, N.W., Suite 715, Washington, D.C. 20005, 202/628-7144, fax 202/628-6630.

Second Interdisciplinary Conference on Urban Air Quality
Boulder, Colorado **Clarion Hotel**
October 29-31, 1990

Urban planning directly impacts the air quality of a community. The Second Interdisciplinary Conference on Urban Air Quality held in Boulder in November, 1988 presented the results of the first detailed interdisciplinary study of the Denver haze problem. Since then advances in the understanding of the interrelationships between planning and air quality have occurred. These will be presented in the sessions for the Second Conference. Sessions will combine papers, oral presentations, and poster sessions covering scientific, policy and land use, transportation and fuels, and health issues from a national perspective.

Air quality has an economic impact on communities, large and small. This Conference will address strategies of the future for improving air quality, resulting in a healthy economic climate.

Incorporating air quality requirements and meteorology into landuse and urban planning has been a goal of policy-makers for years. This Conference will bring together scientists, planners, regulatory personnel, policy makers, environmentalists, and others to present an interdisciplinary action plan to use air quality concepts in the planning process.

The Conference will provide a forum to blend concepts into policy, plans and workable solutions.

Registration $140. For information contact
Conference Coordinator, (303)441-4260.
National Air Quality Center, P.O. Box 791, Boulder, Colorado 80306

A Neighborhood Revolution Hits Richmond City Hall

Anne Amoury

If you listen closely, you will hear a quiet revolution taking root in Richmond, Virginia. It began when the citizens launched a successful coup d'etat against "business as usual" at city hall. Ironically, it was the city government's leaders who ordered the takeover.

In early 1987, Richmond's city council directed City Manager Robert C. Bobb to find a way to focus on municipal needs at the neighborhood level. In an answer to this mandate, the city administration developed a revolutionary program that turned the traditional decision-making process upside-down. This approach replaced the old, top-down process with a grass-roots, bottom-up approach, which required time and patience.

The program's goal is to "develop strong, viable neighborhoods by coordinating the planning and service delivery process in a way that directly responds to needs at the neighborhood level."

According to City Manager Bobb, the program's goal is to "develop strong, viable neighborhoods by coordinating the planning and service delivery process in a way that directly responds to needs at the neighborhood level.

The Neighborhood Team Process (NTP) recruits citizens from all walks of life and invites them to the local government decision-making table. For some veteran city employees, the presence of these new guests at what they traditionally viewed as "their" table caused some anxiety and frustration. This discomfort, however, was a normal growing pain in a radical transformation of the way Richmond's local government does business.

Anne Amoury is assistant to the city manager, Richmond, Virginia.

An Organizational Transformation

Admittedly, this intrusion of laypersons can be a bit unsettling for some local government professionals accustomed to doing their jobs in the familiar, temperature-controlled environment of their offices. In many cases, their experience in dealing with citizens came mostly courtesy of Ma Bell. But the launching of the NTP uprooted these professionals from their desks and scattered them throughout the city's neighborhoods. This required a transformation of the organizational culture from a highly structured pyramid into a dynamic, multidisciplinary, citizen-oriented style of governing. This represented a dramatic change for many city employees, who had come to expect to be "beaten up" by citizens in citizen meetings. But they would find that the give and take goes both ways when each player is making a good-faith effort to improve neighborhoods.

The NTP is driven by a philosophy that local government in the year 2000 must drastically change the way it does business. It also offers municipal administrators a new style of managing shrinking resources. As the faucet of state and federal dollars slows to a mere trickle, local governments are forced to become more self-sufficient. In that process, we must also take a much more critical look at the services we provide, doing away with any duplications or unnecessary programs. It seemed only natural that the most credible "experts" to help us design our more streamlined plans are the residents whose neighborhoods our decisions would affect. This ap-

proach calls for not only the tailoring of services to individual neighborhood needs, but also the inclusion of representatives from *all* neighborhoods in that decision-making process.

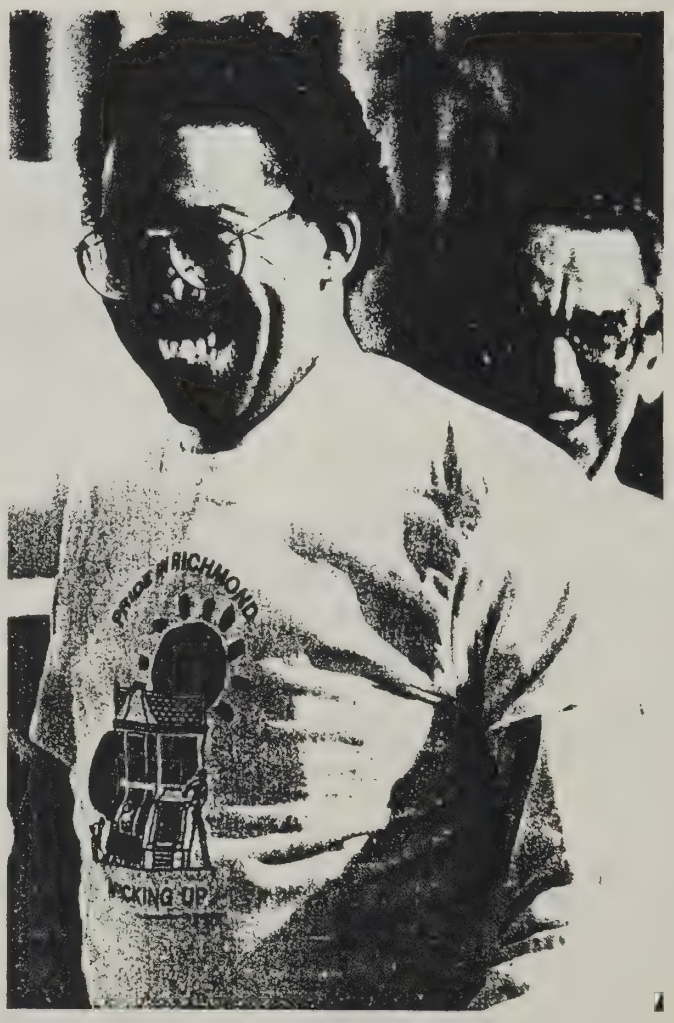
"Bobb emphasizes that only through a neighborhood team-like process can city staff develop and maintain the kind of informal, close links with the people they serve. He notes, "One of the greatest challenges of this process is to create more effective relationships between city employees and residents in our neighborhoods."

But, not surprisingly, this is not as easy as it sounds, according to Lyn J. Boyer, deputy director of community development and coordinator of the NTP. "It's definitely a lot harder to run a city government with 300 extra people at the decision-making table," she said. Boyer, however, would soon discover that the new process would ultimately reinvigorate both city employees and citizens as it began to yield positive results.

How NTP Works

The first step of the NTP was to transform an unlikely assortment of residents from over 100 diverse neighborhoods into nine working teams. (Because of a lack of interest, one district eventually dropped out of the process, leaving only eight active districts.) To keep the NTP teams from becoming politically driven bodies, the city's nine planning districts (from the Master Plan) were chosen rather than electoral districts. As a result, no district is covered by just one city council member. Bobb felt that the end result would be "more organized, efficient, citizen-oriented teams that would be held accountable for ensuring that the city tailors its services to the actual needs of individual neighborhoods." In most cases, members of these teams would not otherwise have crossed each other's paths. As such, these teams included a tremendous cross section of interests, represented by city officials, business people, nonprofit organizations, civic associations, and citizens.

For example, it is not unusual to find a six-figure-income business owner seated next to an elderly retiree whose fixed income barely allows him or her to buy groceries. But in the team meetings they become equal partners in the endeavor to set priorities for the city, based on the individual needs of their neighborhoods. One citizen NTP leader was most impressed with the program's effect as an equalizer. "One of the most positive aspects of the process is that it places citizens and city staffers side by side, which tends to do away with the 'us versus them' mentality and eventually becomes a 'we' frame of mind," said William Lee Weinkowski, an architect and one of the citizen neighborhood district team chairpersons.



Richmond City Manager Robert C. Bobb joins citizens and elected officials in kicking off an NTP-oriented spring cleanup program.

But this cross-cultural education did not end in the meeting rooms. In addition, team members went on tours of their districts, further educating and enlightening themselves on the diversity of their own neighborhoods. Yet despite all this exposure to the many aspects of the city's diversity, one citizen NTP leader maintains that the process did not turn up any surprise problems. That is, the process focused more on the difficult task of prioritizing, rather than merely identifying problems. The NTP offered citizens who might otherwise try to get everything done for their neighborhoods "a triage system of neighborhood problems," according to citizen neighborhood district chairperson Carl Otto. A small business owner/manager, Otto said that one of the most significant accomplishments of the NTP is that it has taught people to narrow their focus to three top priorities.

Reactions and Results

So far, most citizens have reacted positively to the NTP. Most of all, they like being able to connect with a familiar face and name when they need various services. In fact, one citizen participant noted that one of the greatest benefits of the process has been getting to know city officials personally. Another participant has noticed a significant change in the attitude of city employees who deal with citizen problems. Employees no longer answer with an automatic "no" in response to a request to fix a problem. Instead of being told that "there's not enough money or staff or equipment" or "that's the way we've always done it," employees are showing an earnest effort to work alongside citizens to come up with creative solutions. Thanks to the NTP, people are learning who to call directly for specific problems, which makes a big difference in getting action. For citizens and staff, the improvement in communication was probably the most important result of the NTP. As a result, a change in attitude has also begun to manifest itself outside the NTP in dealing with citizen complaints.

This is just the type of reaction the city manager was hoping to evoke when, at the outset of the NTP, he told participants that this program would "lay the groundwork for virtually every other program or issue in city service, including crime-fighting, street improvements, and neighborhood beautification." The city manager has been proving his personal commitment to the process by attending two team meetings a year for each district. In addition to these meetings, he also attends regular meetings that bring together all the team leaders, who talk about their common problems and concerns. The fact that the manager was willing to commit this much time and to listen directly to the concerns of the participants lent credibility to and enthusiasm for the process.

For citizens and staff, the improvement in communication was probably the most important result of the NTP.

In a recent survey to assess citizen reaction to the NTP, one resident wrote that what she liked most about the process was that it "allows residents to really feel that their concerns about their neighborhoods are being heard. When we come to these meetings, we know there will be someone from the city who will hear us and can be held accountable." This heightened, public accountability has made the city staff much more responsive to service requests, including better followup. It also gives citizens a feel for how city government works.

This new approach can be equally enlightening for public administrators. One resident had been trying to get a manhole replaced for two years. He decided to try working through the NTP to resolve this seemingly impossible task. After mentioning the problem at a team meeting, the citizen ended up educating the NTP coordinator on just what working through the system means from a citizen point of view. The coordinator had to cut through red tape that had been wrapped around and knotted through a wide array of players, including the power company, the telephone company, the property owner, and the sewer department. She finally offered to pay for the manhole cover and 10 days and $15 later, Boyer had accomplished what the citizen had tried to get done for two years. The citizen was happy and the city official enlightened.

But instead of taking on each individual need as a personal cause, the NTP urges participants to integrate this give-and-take into the overall process of governmental decision making. The final result is entrance into the "inner sanctum" where theories and priorities are hammered into actual services delivered through paid staff, computers, boom trucks, and street sweepers—the annual budget.

In late 1989, the Public Works Department used the NTP plans to help shape its Capital Improvement Plan budget. As a result, many citizens got what they wanted and needed for the following fiscal year. For example, one NTP wheelchair-bound participant got safe sidewalks in his neighborhood. Other needs voiced in NTP meetings, which became budgetary realities, included playgrounds for small children (Tot Lots) and an abandoned vehicle towing program. In fact, the city was surprised to find that abandoned vehicles turned out to be one of the citizens' top three concerns. In response, the city made arrangements with a private contractor to tow these vehicles for free and to pay the city $50 for each vehicle unclaimed after 45 days. Under Virginia law, cars unclaimed for that period automatically become the property of the government and can be sold for parts and scrap metal.

Another concern that surfaced during NTP meetings was the fact that six pay phones on one street corner had become a hot spot for selling drugs. Because the NTP included built-in representatives from the Police Bureau and from the phone company, participants were able to come up with a creative solution to this problem. The phone company

is working with the city to convert the pay phones to rotary phones, which drug dealers cannot use with their beepers, and to alter the phones so that incoming calls cannot be received.

The NTP provides an extremely valuable source of direct citizen feedback to both elected and appointed officials. One vivid example involved the ever-present debate over raising property taxes. A majority of citizens expressed outrage at the idea of raising taxes, dramatically communicating to their elected officials that they should find needed revenues some other way. Not long after these public meetings, the Richmond council voted to reduce the tax rate from $1.53 to $1.46 per $100 of assessed value. It also serves as an excellent forum to educate citizens on various issues and programs that affect them. Speakers have addressed such topics as the annual budget, the 1990 Census, the leaf pickup program, education, the proper use of the emergency 911 number, and crime-prevention and crime-fighting programs. But unlike some canned speech by a high-level city official, presentations on these topics are made by the people who actually manage the respective programs. Citizens can ask their questions and voice their concerns directly with the person in charge.

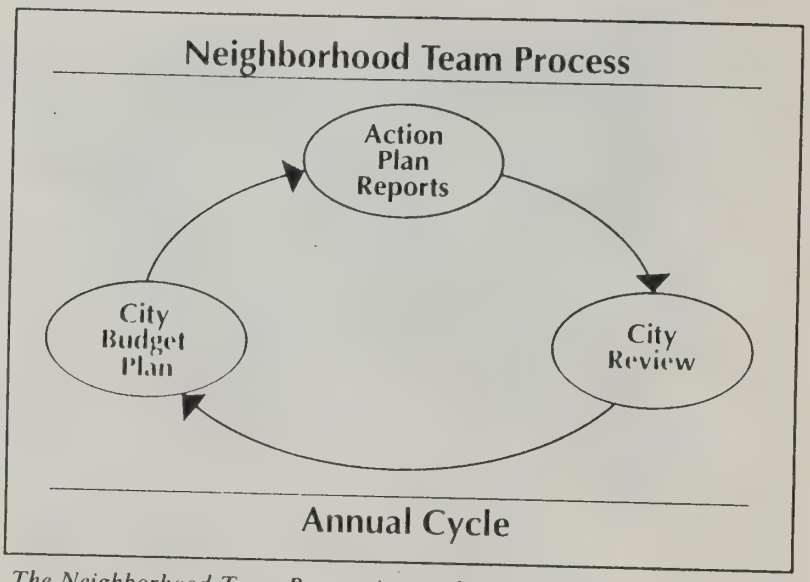
The Bottom Line

All the education, understanding, and cooperation in the world will not amount to anything unless the results of the team sessions are translated into concrete measures. Citizens will stay with the program only if they see it pay off for them. As one of the NTP's most active citizen leaders put it, a city must be ready to put its money where its mouth is before undertaking an NTP program. One district chairperson expressed it this way: "The only way I think a city should undertake this is if they have a strong commitment to neighborhood improvement. If they're not willing to make the commitment through tangible results, you might as well forget it. There's got to be that commitment."

Caveat Emptor: City Managers

If you are considering trying out some variation of the Neighborhood Team Process, consider the following land-mine-avoidance tips.

- Get elected officials to buy-in right from the start. That is, include your elected officials in the initial design of the program.
- Let your elected officials take credit for any NTP successes. It will pay off for all in the long run. Conversely, do your best to see that the NTP does not dilute the elected officials' political power. Do not take their political chips away from them.
- Strongly stress the importance of follow-up to your team members.
- Start in a smaller neighborhood if you don't have sufficient staff to implement the program citywide.
- Produce a newsletter for all participants, updating them on NTP activities and what is going on in individual districts.
- Introduce service request forms, which are designed to help citizens articulate specifically what city services they need. These forms are also very critical to followup.
- Use your team meetings as active working sessions. Be careful not to weigh them down with a lot of lectures and guest speakers.
- Make sure the process involves the citizens. In the words of one of Richmond's citizen participants, "You can't go wrong if you have the people behind you."



The Neighborhood Team Process is a cyclical, ongoing process.

For more information about Richmond's Neighborhood Team Process, contact Deputy Director of Community Development and NTP Coordinator Lyn Boyer at 900 East Broad Street, Room 500, Richmond, VA 23219, 804/780-6344. **PM**

Coming Next Month:

Insiders' Views on the State of the Profession

capic

CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

CITY HALL, 71 MAIN STREET WEST, HAMILTON, ONTARIO, L8N 3T4

April 20, 1990

URBAN COMMUNITY DEVELOPMENT - A REPORT ON U.S. A. EXAMPLES

Prepared for CAPIC

Prepared by C. H. Forsyth

1 Within the boundaries of the Central Area (Hamilton) there are several neighbourhoods, BIA's, commercial clusterings, etc. The Central Area Plan "implementation process" has tended to concentrate on the specifics of projects, harbour 'futures', arterial and access roads, transport, etc.

All of which is most improtant of course.

2 I have been concerned that we have tended perhaps to miss a possible role for CAPIC as a 'catalyst' - or if you prefer, an 'encourager' of neighbourhood/community-based responses. In contacts I have had in certain UK cities, plus cities in the USA, I had become aware of the emerging role of community corporate organisations. For several years, I have subscribed to a LEDIS service (out of Glasgow). "LEDIS" is the acronym for Local Economic Development Information Service - and month by month a sheaf of one-page reports comes out from LED S. Via that route I have come to find out about some of the more interesting ventures in the USA and,indeed,in Canada! (Canadians are dreadful at network-building and information-sharing!)

3 More recently, I came into contact with the Enterprise Foundation (created by developer and animator, James Rouse); and acquired books by Roberta Brandes Gratz ("The Living City") and William H. Whyte (THE CITY - Rediscovering the Center....which is now out in paperback, in the US). Ms. Gratz's book included a host of specific community examples, and names of corporate inspirers and animators.

4 Following the example of the late Lyndon Johnson,I started to phone and ask for information, ideas, further contacts....depending mostly on Ms Gratz's organisation names. The response has been fantastic.

5 Contacts have been made with the following organisations:

The Ford Foundation - New York

Pratt Institute Centre for Community & Environmental Development-New York

Community Information Exchange - Washington

Centre for Community Change - Washinton

National Congress for Community Economic Development - Washington

Consumer-Farmer Foundation - New York

Local Initiatives Support Group - New York

Business in Community - London (England)

The helpfulness of the staff persons contacted has been most encouraging. They have been greatly interested in CAPIC - since it is a 'model' not used elsewhere.

6 It is impossible to provide a summary of what I have learned out of all this 'chatting up of the neighbours'. I now have a binder full of material - and David Godley will receive a binder of photocopied material, which can be shared with any of the CAPIC troops interested.

7 There are some suggestions that have arisen out of this survey:

a) we need to give more consideration to the roles of community-based development organisations (as an alternative to municipal-based or province-based initiatives). In Canada we of course are accustomed to more 'public' (state) responses than is the custom in the US; and we also have our experience of the crown corporation and public-private models. At the community level we have perhaps neglected the usefulness of community corporate economic/neighbourhood development agencies;

b) we need to think about how some of our college/university bodies might spin off 'support service' agencies - as in the Pratt Centre;

c) we need to consider 'thickening out' the BIA model to permit development/economic strategy links with the surrounding neighbourhood(s);and

d) we need to arrange to subscribe/join network systems (with their information publications). Andrew Mott's Centre for Community Change has created a national community computer network (with the active alliance of the McIntosh computer people).

8 It would seem that CAPIC could create a 'helping/referral' role for itself in this area.....that is, if CAPIC wished to do so!

E.W. KOWALSKI
DIRECTOR

8b

THE CORPORATION OF THE CITY OF HAMILTON

DEPARTMENT OF COMMUNITY DEVELOPMENT

P.O. BOX 2040
HAMILTON, ONTARIO
L8N 3T4
TEL: 546-4540

CENTRAL/BEASLEY P.R.I.D.E.

(PROGRAMME FOR RENEWAL, IMPROVEMENT, DEVELOPMENT AND ECONOMIC REVITALIZATION)

PUBLIC MEETING

1990 OCTOBER 17

7:00 P.M.

DR. J. EDGAR DAVEY PUBLIC SCHOOL

A G E N D A

1. Welcoming Remarks/Introduction of Staff
2. Neighbourhood Plan
3. P.R.I.D.E.
   - i) What Does It Mean?
   - ii) Allocation
   - iii) Status
4. Private Housing Rehabilitation
5. Comments/Suggestions from Floor
6. Citizen's Advisory Committee
   - i) Role
   - ii) Nominations
7. Next Public Meeting
   1990 December 12 at 7:00 p.m.,
   Dr. Davey Public School
   PURPOSE
   - i) Program Status
   - ii) Survey Results
   - iii) Election of Citizen's Advisory Committee
8. Adjournment

THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

Planning and Development Department
71 Main Street West, Hamilton, Ontario L8N 3T4

Refer to File No. P5-2-10
Attention of
Your File No.

July 5, 1988

Helen Nemeth
196 Wilson Street
Hamilton, Ontario
L8R 1E4

Dear Helen:

Re: Proposed Beasley Neighbourhood Association

I am delighted that you are interested in setting up a neighbourhood association for your area. Ideally, a neighbourhood association should cover each area of the City. Coverage of central area neighbourhoods, where development pressures are strong, is particularly important. We already have coverage for the North End Neighbourhoods, Durand, Corktown and Stinson (see attached map). Following our meeting last Wednesday, it seems that the best course of action is:

1) For you to circulate the following information:

   a) 'Helping You Helps Me: A Guidebook for Self Help Groups', by Karen Hill and published by the Canadian Council on Social Development;

   b) 'Yes We Can! How to Organize Citizen Action', by Elizabeth Amer, published by Synergistics Consulting Ltd.;

   c) 'Let's Talk About It', by Joan Allingham and Ben Ciprietti, distributed by Different Drummer Books; and,

   d) 'Making Things Happen - The Guide for Members of Voluntary Organisations', by Joan Wolfe, published by Brick House Publishing Company.

   to those interested in a Beasley Neighbourhood Association:

   a) Rev. Willard Pottinger
      c/o St. Paul's Presbyterian Church
      James Street South
      Hamilton, Ontario

b) Peter Bugareic
146 Wilson Street

c) Grace Miles
4 Gledhill Crescent

Note: The information which I supplied to you at our meeting was originally supplied by Don Jaffrey of the Social Research and Planning Council.

2) Call the following people to discuss setting up a neighbourhood association and possibly finding additional people in the Beasley Neighbourhood who would help you:

a) David Cohen - Home: 522-1046 Work: 572-2981
Corktown Stinson Neighbourhood Association

b) Gil Simmons - 522-9974
North End Information Services

c) Peter Hill - 527-0271
Durand Neighbourhood Association

d) Alderman McCulloch - 526-2730

e) Alderman Agro - 526-2730

f) Don Jaffrey - 522-1148

3) Call a meeting to have Planning and Community Development matters explained e.g. - Neighbourhood Plans, Central Area Plan, Neighbourhood Improvement Areas.

4) Call another meeting or meetings to discuss the format of the committee, issues to be addressed and actions to be taken.

I have enclosed a copy of the Central Area Plan and have put your name on the Central Area Plan Implementation Committee (CAPIC) circulation list in case you should wish to sit in on any of the meetings. The next CAPIC meeting is on September 9, 1988, at 9:30 a.m. in City Hall, at which time the proposed new Central Area Plan will be discussed.

Please feel free to call me at any time on this matter at 526-4229.

If the venture is successful it will be an important stage in the development of the Beasley Neighbourhood.

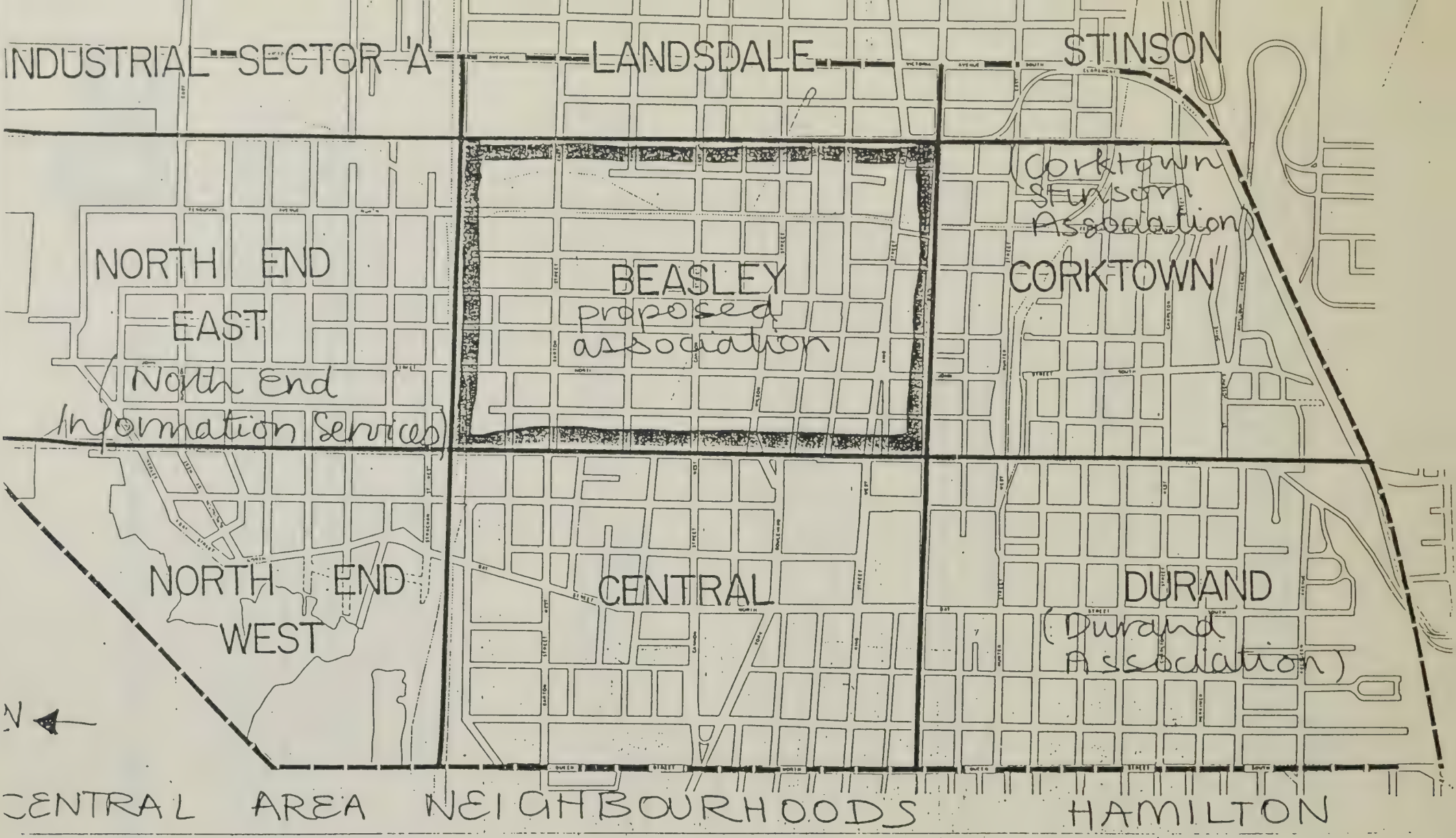
Yours truly,

David Godley

David Godley, Manager
Neighbourhoods Section

DG/dkp

c.c. - D. Cohen
- G. Simmons
- P. Hill
- Alderman V. Agro
- Alderman Wm. McCulloch
- D. Jaffrey
- Rev. W. Pottinger
- P. Bugareic
- G. Miles
- E. Kowalski, Director of Community Development



CENTRAL AREA NEIGHBOURHOODS HAMILTON

Public Participation and the Re-Zoning Process

8c

In Ontario, the Planning Act requires at least one public meeting when a municipality is considering a re-zoning application. Many municipalities, however, exceed this minimum requirement by holding additional public meetings and actively seeking neighbourhood input. A related question concerns how residents' and neighbourhood associations are involved, in particular, whether they are given the opportunity for comment where there is no public meeting.

The approach to these issues taken by a range of Southern Ontario municipalities is summarized below.

City of Toronto

In all cases Toronto holds at least one, and often several, additional public meetings besides the one required by law. These are open to public input. Residents within 400 feet and adjoining residents associations are notified.

City of Mississauga

One extra public meeting is held in most cases by the relevant ward councillor. In practice, all infill applications and approximately 80% of other developments are subject to the extra meeting. Also depends on the public concern about the proposed re-zoning.

City of York

In all cases, except for very small applications, a neighbourhood public information meeting is held. Residents within 400 feet of the site are informed of the meeting by letter.

City of North York

One extra public meeting is held in all cases. Residents within 400 feet and adjoining residents associations are notified.

City of Kitchener

Additional meetings are held only in the more important or complex cases which represent approximately 25% of all applications. In these cases, adjoining residents and neighbourhood associations are notified. In all cases, applications are circulated to the relevant neighbourhood association.

City of Oakville

One extra public information meeting is held in the relevant neighbourhood in most cases. Residents within 400 feet of the site are informed of the meeting by letter. Neighbourhood associations may be involved in the commenting process if the re-zoning is considered to be important.

City of Burlington

Extra meetings can be held at the discretion of the ward alderman. In practice, approximately one third of all applications have this extra meeting. In all cases, public comments are sought by letter from residents within 400 feet of the proposal at the beginning of the re-zoning process. Any comments are incorporated in the report to city council as an appendix. Applications are not usually circulated to neighbourhood associations

City of St. Catherines

Only the meeting required by the Planning Act is held. There is no opportunity for public input previous to this meeting. Applications are not circulated as the neighbourhood associations are not well organized.

City of Cambridge

Only the meeting required by the Planning Act is held. The public can, however, make representation to both the committee meeting and to the associated council meeting. Applications are not circulated as the neighbourhood associations are not well organized.

City of Hamilton

Very few additional public meetings are held. Applications are not circulated to neighbourhood associations

Pending Items

- CAPIC Brochures
- Health Building, Hunter Street
- N.E.C. control areas
- Central Area Plan Approval
- Information Systems
- Regional Headquarters
- James Mountain Road/Regional Transportation Study
- Institutional Uses
- Truck Routes
- Public Image
- Foundation Funding

B4 THE SPECTATOR, TUESDAY, OCTOBER 23, 1990

GO expansion 'at the very top of the list' says premier

GO TRAIN service to Hamilton could get the go-ahead by the end of the year, according to officials at two provincial ministries.

And in an interview yesterday, Premier Bob Rae declared the GO expansion was "one of the subjects at the very top of the list when we took office."

Those comments should sit well with Mayor Bob Morrow and the members of the transport and environment committee, who yesterday approved a resolution urging the province to speed up environmental assessment of plans to switch commuter rail service from the CN station on James Street North to the old TH&B terminal on Hunter Street East.

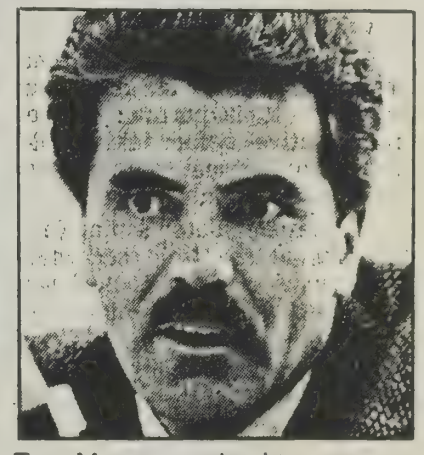
Mr. Morrow said the move was prompted by a letter the Chamber of Commerce sent to provincial officials last spring, asking them to "fast-track" the GO proposal and to "more aggressively" pursue approval.

The plan to bring GO Transit commuter trains to downtown Hamilton via the old TH&B railway station on Hunter Street will soon be presented to the public for comment, said Gerry Johnston, an assistant deputy minister at the Ministry of Transportation.

If all goes well, "then we're clear to proceed with implementing the project," he said in a telephone interview yesterday.



Bob Morrow: 'aggressive'



Tom Murray: payback

Several Ontario ministries are almost finished reviewing an environmental assessment, which was submitted in December 1989, said John Steele, a spokesman for Environment Minister Ruth Grier.

The environment ministry will then advertise in local newspapers, offering interested citizens 30 days to comment on the report.

If there are serious and legitimate concerns, Ms Grier could hold public hearings on the matter, which would delay the process by months, said Mr. Steele.

But if there are no serious objections, Ms Grier can OK the expansion before the end of the year — leaving Transportation Minister Ed Philip free to order immediate work to repair the rail lines and refurbish the TH&B station, with completion in 1992 or 1993.

"I've encouraged Mr. Philip to make a decision on that soon and to signal clearly what will happen," Mr. Rae said.

But no matter when the decision is made, it can't come too soon for at least one alderman.

"We've been promised it by Conservatives and by Liberals, now it's up to the New Democratic Party. This area's been supportive of the NDP for a number of years — now it's time for a payback," Alderman Tom Murray said.

ROBERT M. MORROW
MAYOR

AUG 2 1 1990

Mayor's Office
Hamilton

1990 August 21

TO: Ms. Tina Agnello, Secretary
Transport and Environment Committee

FROM: Mayor Robert M. Morrow

SUBJECT: GO TRAIN SERVICE TO HAMILTON

Attached is a copy of a letter from Mr. D. Luzzi, President of the Hamilton & District Chamber of Commerce regarding GO Train Service to Hamilton which was presented to the Finance and Administration Committee by Alderman Don Ross at its meeting held 1990 June 21 and received.

In receiving the correspondence, the Finance and Administration Committee requested that I forward a letter to the Transport and Environment Committee recommending that a resolution be submitted to City Council supporting this particular project requesting that all necessary authorities become involved.

In this regard, subjoined is a draft resolution for consideration of the Transport and Environment Committee and subsequent submission to City Council.

> "WHEREAS all projects of Ontario Government Ministries and Agencies must conform to the Environmental Assessment Act; and
>
> WHEREAS lengthy delays for approval of the GO Train Project for Hamilton would result in a negative economic impact on the City of Hamilton and surrounding communities;
>
> NOW THEREFORE be it resolved that the City of Hamilton petition the Honourable Jim Bradley, Minister of the Environment to review the current timetable for the release of the Environment Review to ensure that the project to provide GO Train Service to Hamilton is proceeded with in an expedient fashion."

att.

c.c. Alderman B. Hinkley, Chairman, Finance and Administration Committee
Alderman D. Ross
Mr. D. Luzzi, President, Hamilton & District Chamber of Commerce

The Hamilton & District Chamber of Commerce

100 KING ST W., SUITE 830, HAMILTON, CANADA L8P 1A2 PHONE (416) 522-1151

COPY

April 11, 1990

The Honourable Jim Bradley,
Minister of the Environment
135 St. Clair Avenue North,
Toronto, Ontario.
M4V 1P5

Dear Mr. Minister:

RE: GO TRAIN SERVICE TO HAMILTON

The Hamilton & District Chamber of Commerce is pleased to see the very strong commitment to public transit systems as outlined in the Premier's announcement of $5 Billion for Toronto area system improvements on April 5, 1990.

We note that in the announcement mention was made of a proposed move of the Hamilton service to the downtown TH & B station.

Our information indicates that the major step which is needed to facilitate this project is the release of the Environmental reports on the GO Transit proposals. We urge you to direct your officials to fast track the environmental study and more aggressively pursue its release and approval.

The need for the Downtown Hamilton link has been well established (as attested by the increasing traffic difficulties experienced this side of Burlington each day).

GO Transit needs to start construction by next year if we are to see trains in downtown Hamilton by 1995.

Our community is very concerned with the length of time for making the change over a reality. We would appreciate your confirmation of a timetable for the release of the Environmental Review.

Your concern and consideration is appreciated.

Yours truly,

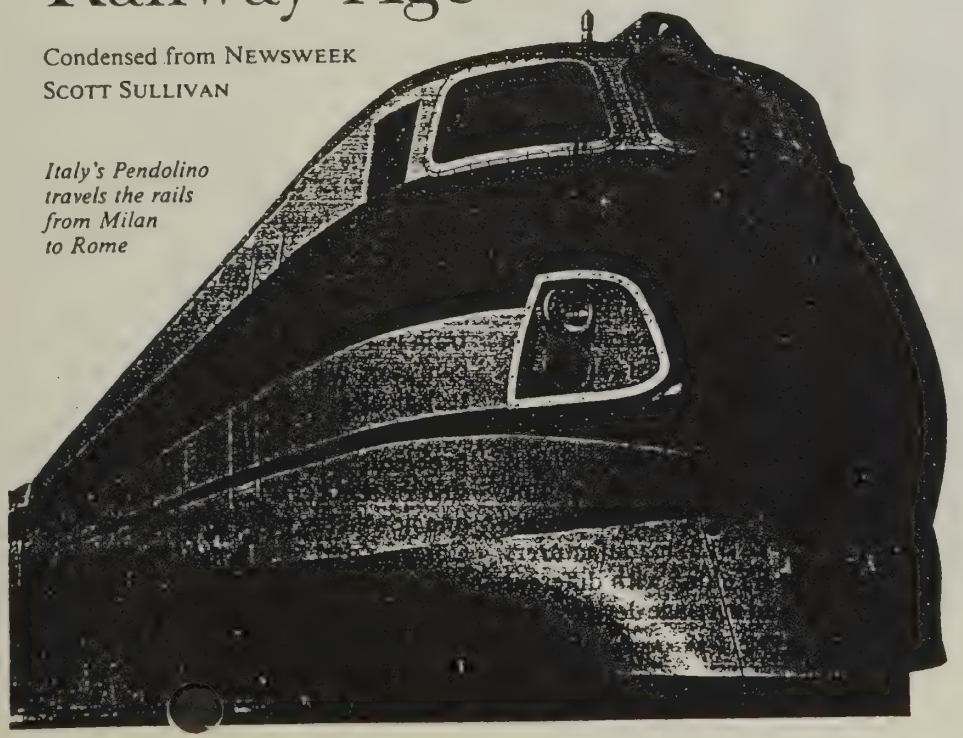
Don Luzzi,
President.

PS-4-7-9

A high-speed passenger network will soon give Western Europeans an era of superfast train travel

Europe's Great New Railway Age

Condensed from NEWSWEEK
SCOTT SULLIVAN



Italy's Pendolino travels the rails from Milan to Rome

BREAKFAST in London, lunch in Paris, a meeting in Lyons, dinner in Barcelona. No one could keep that kind of schedule today. Ten years down the road, though, Europeans will think nothing of eating three meals in three different countries in a single day and holding a business meeting in between, with nary a delayed flight or gridlocked taxicab along the way, thanks to a new generation of streamlined, superswift, comfortable and ecology-friendly trains. Though many future passengers don't know it yet, Europe today stands on the verge of a Great New Railway Age.

European rail traffic will quadruple between now and 2020 and travel times between major cities will drop dramatically. Passengers will travel from London to Paris in three hours, compared with six today. Brussels, one of the European Community's (EC) three capitals, will become practically a suburb of Paris, just 80 minutes away. London and Cologne will be just over four hours apart; Barcelona will be five hours from Paris.

Like the first Great Railway Age, which dawned in the 1820s and fuelled the Industrial Revolution, the new era of high-speed railways will bring about vast economic and political changes. France, in an enviable central position, will be one of the main hubs from which the major lines radiate. European seaports and cities — such as Calais, Rotterdam, Seville and Cologne — that connect directly with high-speed rail terminals, will prosper. When completed, the network will bring peripheral European countries like Greece and Portugal into closer contact with the Community's central nations, and will encourage travel between Western Europe and the East bloc.

The supertrain network will require 8000 kilometres of new track and the improvement of 11,000 kilometres of existing lines, at an estimated cost of $122 billion. There will still be problems. Because many new lines are to run through the most densely populated areas of the continent, some ecologists are fighting the railwaymen's plans.

Construction will also be hampered by differing national standards for track gauges, safety, engine weight and voltage. French, German and Italian train manufacturers are all steaming along with different locomotive and carriage designs that are partially incompatible with other systems.

Even so, the new era will arrive, as Europe's highways and airports reach the saturation point. Therefore, all 12 EC countries, with Austria and Switzerland, are committed to participating in the vast project.

In France, the revolution is already under way. Since 1981 the national railway has carried more than 100 million passengers from Paris to Lyons on a 270-km/h train. The trip takes just two hours. As a result, Air Inter, the French domestic airline, has lost 50 percent of its business on the route. The southeastern TGV (*train à grande vitesse* or high-speed train) already transports passengers well beyond Lyons to Geneva, Marseilles and Nice at speeds that are gradually increasing as high-speed track is laid towards the south.

Last September, the first section of the TGV Atlantique was officially inaugurated with a 55-minute trip from Paris to Le Mans, at an average speed of 300 km/h. The TGV line will later be extended to link Paris with Nantes and Bordeaux, and eventually with Hendaye near the Spanish border. The Atlantic train is a sophisticated machine that can stop itself in case of a major technical or power failure even before the conductor is aware of the problem. Spain has ordered this version of the TGV for the high-speed line now being built from Madrid to Cordoba and Seville.

France will also build the first major section of the line that will be the

NEWSWEEK INTERNATIONAL JULY 31, '89, © 1988 BY NEWSWEEK, INC., NEW YORK, N.Y.
PHOTO: COURTESY OF FIAT FERROVIARIA

backbone of the new northern European system, linking London and Paris to Lille and Brussels, then north to Amsterdam and east via Liège towards Cologne and Frankfurt. This northern network is expected to double rail traffic between France and Belgium from 2.75 million passengers a year to 5.5 million, while traffic on the London-Paris leg is expected to increase from 2.4 million passengers to 13 million.

The 1987 Anglo-French agreement to build an all-rail tunnel under the English Channel set the priorities for the new fast-train network. Work on the route between Paris and Sangatte, a town west of Calais, at the French end of the "Chunnel," is scheduled for completion by June 1993, the projected date of the Chunnel opening. By then, Paris-London travellers will be whisked at almost 300 km/h to the French coast. Inside the tunnel, they will continue to Folkestone at 130 km/h. Cars will be carried at the same speed on specially designed "drive on, drive off" flatbed carriages.

From the British coast to Waterloo Station in south London, across Kent, the train will continue at this relatively slow speed. "Still," says Andrew Heslop, British Rail's business manager for the Chunnel, "we will be faster than the airlines from city centre to city centre."

Britain's failure to match France's performance is partly due to public opposition. In January 1989, more than 6000 citizens of Kent marched through Maidstone to protest what they called the "desecration" of their beautiful county. In the face of such criticism, British Rail has promised to build two tunnels under the most sensitive parts of Kent.

In Belgium some ecology groups oppose the fast trains, and the issue is further complicated by the competing claims of the country's French- and Dutch-speaking communities. The French-speaking Walloons want a much-improved line from Brussels to Liège. The Flemish are demanding faster service on the Brussels-Antwerp line and from the capital to the old university city of Louvain.

Lines running east from Liège may not make money, but they will be indispensable links in the wider network binding Paris and London with Cologne and Frankfurt. The EC has had little to do with rail plans so far. Karel Van Miert, the EC commissioner for transportation, has a limited budget and laments "that everyone is acting on a national basis, avoiding European solutions."

West Germany is fiercely nationalistic in its railway policy. German industry has developed the InterCity Express (ICE) and so far shunned invitations to collaborate on a single Franco-German model. The ICE's weight of 20 tonnes per axle exceeds the maximum permitted by France, and its carriages are wider than those in other countries. The West German railway company has ordered 41 ICEs and is preparing to begin fast service — speeds will reach 250 km/h — on the Hanover-Würzburg line in 1991. German and French officials agree that all trains travelling on the new lines should be adaptable to any part of the European network, but neither country has done much yet to build equipment that can be used on other nations' tracks.

Spain has earmarked the lion's share of funds available to improve an antiquated and overstaffed rail network. In December 1988, Spain decided to convert the country's 12,550 kilometres of wide-gauge track to the narrower gauge standard used almost everywhere in Western Europe. Work is in progress on a 480-kilometre high-speed line from Madrid to Seville, due to open by the spring of 1992, in time for a world's fair. The country also expects to spend 2 trillion pesetas on new track and rolling stock over the next decade, an enormous sum in terms of the nation's still-modest economy.

Italy has problems similar to Spain's — and then some. The Italian national railway has more than 200,000 employees and absorbs 14 trillion lire in annual government subsidies. As a result, the railway has put its ambitious modernization plans on hold. Already running is a moderately high-speed train, Fiat's Pendolino, which travels at up to 250 km/h on the busy Milan-to-Rome route. An Italian firm has designed the ETR 500, capable of doing 300 km/h, and the railway hopes to operate 92 of them on a rebuilt Milan-Rome-Naples line. Also, by 2001, Japan expects to have a "magnetic-levitation" train service, and a consortium of West German industries has been testing its similar "Transrapid" version for over four years. So far the Transrapid has run only on its 32-kilometre experimental track, where it achieves speeds above 400 km/h.

Europe believes in trains and is willing to put its money behind its belief. True, national selfishness and commercial rivalry will slow the trans-European high-speed project. There will be missing links and incompatibilities among the trains and tracks of different nations well into the next century. But the commitments are solid and work is under way. Before the decade is out, Europeans will be able to move much more quickly and comfortably than in the past — and on land.

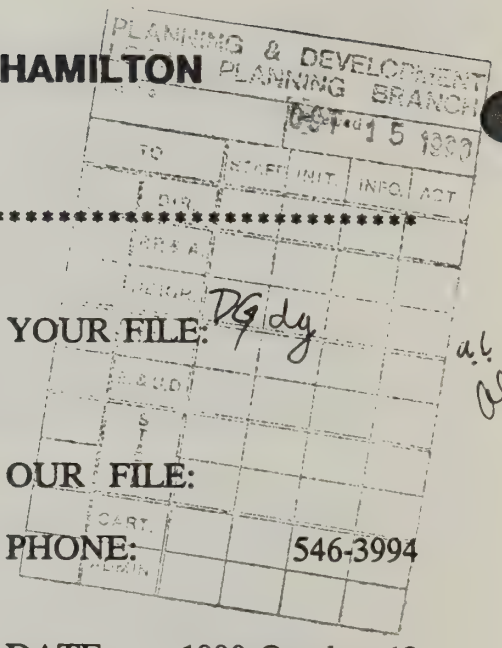
Just as important, the dawn of the New Railway Age will help refresh the European spirit. In high-speed railways, Europe has found another niche where it may lead the world.

Confusion Says. A friend of mine, also a fledgling cook, explained how his eyes had watered when he sliced onions. Trying to be helpful, I told him his eyes wouldn't tear if he cut the onions under water. "Well, yes," he said, "but how do you breathe?"

— Ken Alcott

CORPORATION OF THE CITY OF HAMILTON

MEMORANDUM



****

TO: A. L. Georgieff, M.C.I.P.
Director, Local Planning Division
Planning and Development Department

YOUR FILE: DG dy

FROM: C. J. Coutts, Secretary
Local Architectural Conservation
Advisory Committee
City Clerk's

OUR FILE:

PHONE: 546-3994

SUBJECT: **DEMOLITION OF WOOLWORTH'S BUILDING - 17 - 31 KING STREET EAST**

DATE: 1990 October 12

Please be advised that the Local Architectural Conservation Advisory Committee at its meeting held 1990 September 24 was requested to comment on the proposed demolition of the Woolworth's building located at 17 - 31 King Street East for use as a parking lot. It was the opinion of the Committee that the building should be kept and the facade maintainted.

Minutes of the Research Sub-Committee for its meeting held 1990 September 12 including comments on the proposed demolition of this building are attached.

Attached

c.c. Mrs. D. Dent, Chairman
Mrs. N. Chapple, Planning Department
Mr. J. Sakala, Urban Design Committee
Mr. D. Godley, CAPIC

LACAC RESEARCH SUB-COMMITTEE MEETING

MINUTES

DATE: September 12, 1990

TIME: 5:30 to 7:15 p.m.

PLACE: Planning Department Library

PRESENT: Jane Rigby, Acting Chairperson
David Cuming
Nina Chapple
Ann Gillespie
Mary Beth Forget, Staff

ABSENT: Rob Brough, Chairman
Tony Butler
John Mokrycke

EXCERPT: Item #6

6. **17, 19, 31 KING STREET EAST - PROPOSED DEMOLITION FOR PARKING LOT**

BACKGROUND:

This matter has been referred to the Research Sub-Committee by John Sakala, Site Plan Control Officer, who was informed by the Traffic Department of a proposal to demolish the two buildings at 17 and 19 - 31 King Street East for a temporary parking lot. This block is under site plan control.

Behind the modern screen facade of the building at 17 King Street East (now a Sam The Record Man store) is the only remaining section of what was originally "White's Block", built in 1854 for John White. In 1949, its fourth storey was removed and the front and rear walls were rebuilt; the facade was an extension of the Woolworths facade at 19-31 King Street East. The present Woolworth building was built in 1949 following a fire in 1947 which gutted the original store. The Woolworth Company Ltd. has occupied its original location since 1902. The upper facade of the present building, which remains unaltered, is of architectural interest for its stone construction and Art Deco detailing.

COMMENTS/ACTIONS: The Committee was very distressed to hear of this proposal. It was noted that since the original buildings were erected in the 1840s and 1850s, there has always been a continous building wall around the Gore. Where buildings were demolished, they were always replaced, with the result that there have never been any gaps in the streetscape.

The Committee strongly objected to the demolition of these two buildings because of their importance to the streetscape and opposed the use of the site as a parking lot because of the pedestrian character of Gore Park. The Committee recommended that the buildings be retained until new development plans have been made and suggested that (in the event that the buildings were to be demolished and the site made into a parking lot) the facade be retained, with access provided from King William Street and/ or James Street North.

LACAC RESEARCH SUB-COMMITTEE MEETING

MINUTES

DATE: Wednesday, October 3, 1990

TIME: 5:30 - 7:00 p.m.

PLACE: 30 Canada Street

PRESENT: Rob Brough, Chairman
Tony Butler
Jane Rigby
Nina Chapple
Ann Gillespie

ABSENT: David Cuming
John Mokrycke

EXCERPT: Item #6

6. 17, 19, 31 King Street East - proposed demolition of two buildings (including Woolworths) for parking lot

Request from Traffic Department for comments from John Sakala, Site Plan Control Section, and from John to LACAC staff.

COMMENTS/ACTION:

Proposed demolition of these two buildings, particularly the Woolworth store, would leave a gaping hole in the streetscape; access from King Street would obstruct pedestrian traffic and pose serious problems for buses making stops in this block, and should therefore be prohibited.

Visual impact of parking lot could be minimized and continuity of bulding wall preserved by retaining facades of both buildings.

Research Sub-Committee comments to be forwarded to CAPIC and Urban Design Committee, with request to review above proposal.

The Spectator October 6, 1990

Cheap housing law could stall city-core tower

By ERIC McGUINNESS
The Spectator

A PROVINCIAL law intended to protect affordable rental housing could stall plans for a 12-storey mixed commercial-residential project in downtown Hamilton.

City council agreed last month to rezone several three-storey buildings on King Street East, between Ferguson and Spring streets, to allow Agostino Ammendolia's Agomen Group to build a 127-unit condominium apartment tower with retail stores on the ground floor.

But the planning and development committee voted this week to withhold a demolition permit until the developer agrees to replace 12 existing apartments and five lodging rooms at the same prices.

A staff report said recent rents in the now-vacant apartments ranged from $291 to about $400.

Under the Rental Housing Protection Act, passed last year, council cannot allow the apartments to be torn down if doing so would hurt the city's supply of affordable rental housing, unless the building is unsound or the developer agrees to replace the apartments.

In their report, planners said the developer could meet the requirements by offering rental units in the condo building, by building another apartment building in the central area or by converting office or commercial space to housing.

But the planners said Mr. Ammendolia felt it was "financially unrealistic" to do so.

"The existing low vacancy rate for rental accommodation requires that steps be taken to maintain the existing rental housing supply," according to the report, which said the proposed demolition would represent "a significant adverse effect" on the supply.

Mr. Ammendolia was on hand, but chose not to address the committee, which accepted the staff recommendation without discussion.

In an interview afterward, he said he had not seen the staff report and had expected his demolition application to be approved.

"I'll have to get back to the aldermen and chairman," he said. "This recommendation was based on a misunderstanding.

"The building is derelict and council can waive the protection act if demolition will not have an adverse effect on the market. There are lots of rental units available right now."

Mr. Ammendolia was heard asking planner David Godley, "How can you bring a brand-new building to the marketplace and charge $213?"

In other action at this week's meeting, the committee approved demolition of a vacant, explosion-damaged apartment house on Main Street East because of uncertainty over whether it had four or six apartments before the blast.

The owner originally said it was a six-plex, which would be subject to the Rental Housing Protection Act, but re-applied after learning the house was listed in city records as having only two apartments and two doctor's offices.

The building is on the east side of a Vietnamese cafe that blew up in March. St. Columba School is on the other side, and parents want the Catholic school board to buy both the cafe site and the damaged house to provide more play area for their children.

THE TORONTO STAR
Sunday,
October 7, 1990

Pages B1-B8 B

THE FUTURE OF GREATER METRO

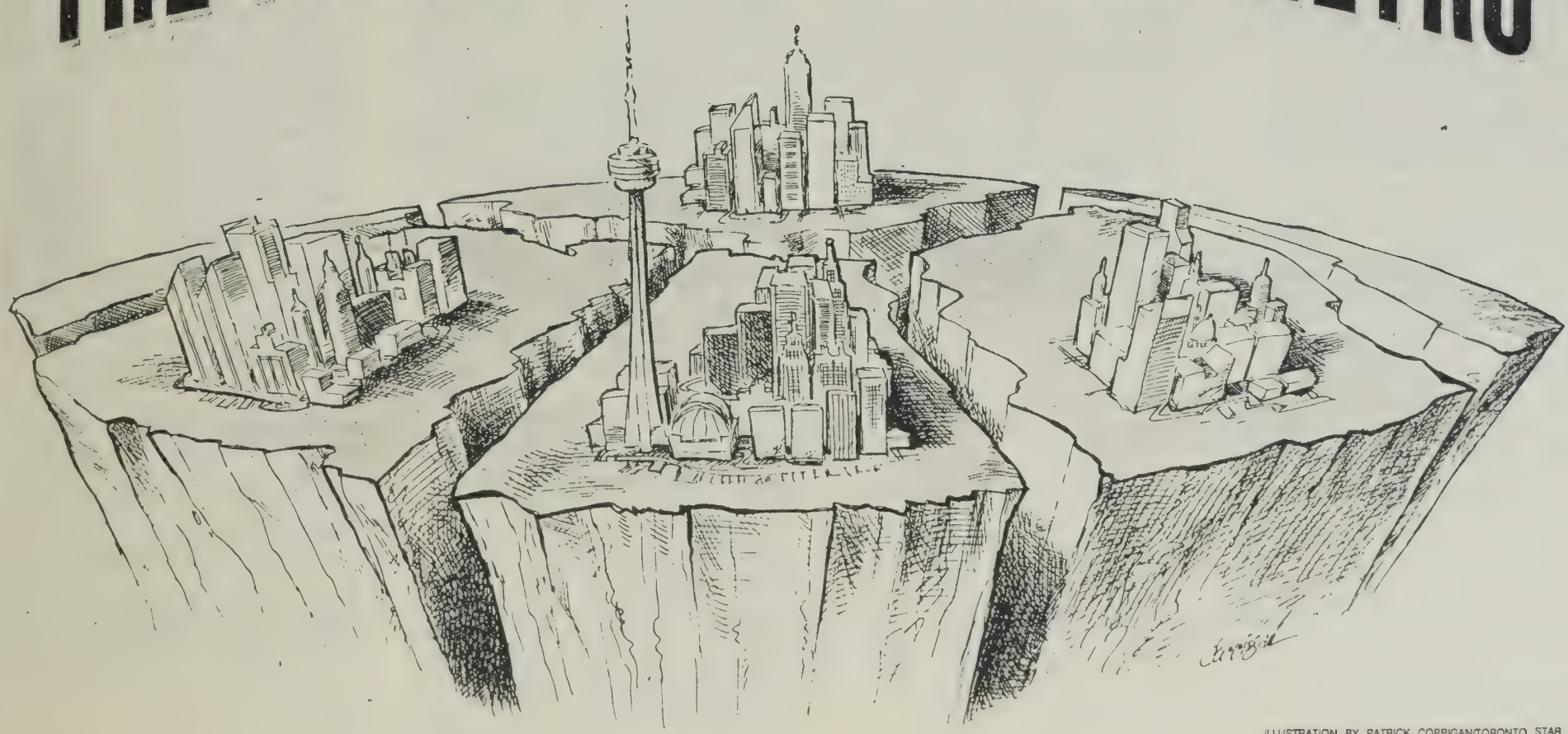


ILLUSTRATION BY PATRICK CORRIGAN/TORONTO STAR

"Metro is a creeping, crawling thing that tries to overlap everybody."
— Oshawa Regional Councillor Jim Potticary.

"We can grow rich or we can grow poor. But we're going to grow."
— Gardner Church, deputy minister in Ontario's Office of the Greater Toronto Area.

Will you be living in a megalopolis of 6 million or one of several satellite cities?

By Jack Cahill
TORONTO STAR

WILL METRO continue as a wild creepy-crawly thing, gobbling up the farmland and green space, clogging its arteries with cars and trucks, ruining its heart with excesses of people and pollution? Or can the wild thing be controlled and some order brought to the expansion of the greater Toronto area, where 6 million people will live in 30 years' time, compared with about 4 million at present?

These questions are, at last, being officially asked in the bureaucratic cubbyholes of Queen's Park, the plush council chambers of Metro's city and suburbs and in the smaller town halls of the awakening or overwhelmed areas around Metro's boundaries.

The elected members and experts at all of the 35 local and regional councils in and around the greater Toronto area — an area that includes Metro, York, Peel, Halton and Durham regions and stretches from Burlington to Oshawa and north to the shores of Lake Simcoe — have been presented with an eight-volume provincial planning report on which they are supposed to reach a consensus.

Pretty soon, in the search for this consensus, these municipal politicians and bureaucrats will be asking members of the public for their opinions on what has been described by experts on municipal matters as the most important planning exercise in the history of the greater Toronto area.

Eventually, important decisions will be made that will decide the shape of Metro and its surroundings and effect anybody who expects to be a resident of the area in the years up to 2031 and beyond.

The report, written by the IBI Group of consultants for the provincial government, provides three choices for the future:

☐ To let the Metro creepy-crawly continue out of control as at present. Then, the report says, about 500 square kilometres (193 square miles) of farmland would be gobbled up as most of the newcomers head for the regions surrounding Metro. There'd be more ugly strip development.

Metro's population would rise just a bit to 2.4 million by 2021 from 2.2 million in 1986, but the population of the four regions around Metro would jump significantly from 1.44 million to 3.6 million.

☐ To centralize the expansion in Metro by allowing its population to grow to what the report describes as "a fairly extreme" but still feasible 3.8 million, while the population of the regions is held to 2.2 million by 2021. Only 117 square kilometres (45 square miles) of farmland would be erased.

☐ To promote growth in several dozen sub-centres throughout the region. Then Metro's population would rise to about 2.8 million by 2021 while about 3.2 million would live in the regions. That plan would use up 290 square kilometres (112 square miles) of farmland.

The cost of all three options — about $79 billion over the next 30 years, the report says — is roughly the same. It seems like an awful lot, but it's really not too bad when you consider that Metro's economy is expected to grow in the period by about $3 trillion.

At present, the expert bias leans strongly towards the third option — one that envisages people living and working in a collection of self-contained satellite cities surrounding a downtown Toronto core, which would contain only a few hundred thousand more people.

Metro Chairman Alan Tonks favors this scheme. So do many of the area's most prominent geographers and planners, such as City of Toronto urban planner Ken Greenberg and architect and planner Jack Diamond.

They foresee a circle of self-contained communities, where people will live and work, spreading even farther than the greater Toronto area to a region bounded roughly by Bowmanville, Barrie, Kitchener-Waterloo and Hamilton.

The people who live in these satellite cities, the planners suggest, will visit Toronto maybe once or twice a year, to shop at the Eaton Centre, visit Harbourfront, watch a Blue Jays game, eat dinner or perhaps attend an opera.

Otherwise they'll stay in their own communities. They'll have no need to drive very often on an expanded highway system to Toronto's fringes (where they'll take the subway) or travel on a much-extended, faster GO Train system to the big city, because they'll have almost everything they want where they are, fr[illegible] employ-

ment to sports and cultural activities.

Some planners take this concept even further, imagining that ethnic groups could dominate some of the satellite cities, giving them distinctive character. They point out that many Italian-Canadians have already moved to the suburban Woodbridge area. It's possible, some of them suggest, that Chinatown could become Chinacity as one of the satellites.

The idea is not new. Greater Tokyo, for instance, where 30 million people live, is divided into many different subcentres. People often live and work in the same area and for those who must travel farther to work, there are high-speed trains and an efficient bus system. Families visit the central downtown Ginza area only occasionally for shopping or sightseeing, usually on holidays.

In Britain, planners are predicting a greater London that will stretch from Cambridge, about 80 kilometres (50 miles) north of the city centre to the south coast of England, including Southampton, Brighton and Dover. But they say this major city, which they call a "spread city," will manifest itself not as a continuous belt of concrete, but as a spectrum of different environments connected to the centre by a spider web of major arteries, each almost completely self-contained, even to some extent in food production.

This sort of thing contrasts with the greater Los Angeles area, which is just one vast expanse of 13 million people who all seem to travel to the same places on the same freeways at the same times, and occasionally shoot each other in the frustration of continuous traffic jams.

But the Los Angeles syndrome isn't occurring in the greater Toronto area where many of the components of what the planners are calling a "nodal city" are already in place either by accident or design. If you fly high in a helicopter over the Toronto area, burgeoning subcentres can already be seen — North York's City Centre, Scarborough Town Centre, Etobicoke's Civic Centre and the Mississauga City Centre.

Other, more far-flung communities, like Oakville, Brampton, Guelph, Whitby, Oshawa and, of course, Hamilton, already have their own "downtowns," their own industries, their own different characters, cultural and sports centres, even, some of them, their own symphony orchestras.

The previous Ontario Liberal government set aside $5 billion for what politicians called the largest public transit expansion plan in North America. It involves huge expenditures on the subway, GO Transit and bus systems to help link these separate communities with a rapid-transit network of more than 140 kilometres (87 miles), which is 20 times the size of Toronto's original subway line.

The Liberals also promised $1.5 billion for road improvements, including a new Highway 407 north of Metro designed to ease the traffic on Highways 401 and 7.

(However, the new NDP government has said it will review these plans because of the province's soaring deficit.)

The people have already voted with their feet. The 1960s trend of moving to the city's core has been reversed by both industry and people, who are now heading for the suburbs or the small towns and cities beyond Metro's boundaries in droves. They are driven there by restrictions on some downtown industrial development, high costs of land and housing in Metro's core, and attempts to escape big city hassles. Of new jobs in the next two decades, 81 per cent are expected to be created by businesses in Metro's "fringe areas."

These moves are not without opposition, of course, from present residents of the outlying areas who see prime farmland being transformed into concrete and cottage country changed to suburbs.

But it seems to be a trend that is now common in the Western world. British experts, such as Reading University professor Peter Hall, one of his country's leading geographers, believe that all of Europe is going back to the settlement patterns of the Middle Ages. The Germans are calling it the "flight to the green," as their people also move out of the cities, via the suburbs, back to the countryside.

The planners insist, however, that this doesn't mean that Toronto's downtown will die, as have the core areas of other North American cities such as Detroit and Houston. Instead, they say, it will continue to be a vibrant place made up of residences, restaurants, cultural and recreational facilities, but little industry except for financial institutions, company headquarters, and comparatively "clean" manufacturing plants for such items as computer parts and programs.

"There will still be residents in the core here and this is the most important thing for the health of a city," says architect and planner Diamond. "These residents will cover the spectrum in age groups, income, rental and condominium ownership, family and non-family.

"You can throw as much money as you like at the centre of a city but unless you have this social balance, it won't work."

In any event, whatever plan is chosen by the municipal politicians and people in the coming months, the Toronto area's predicted population of about 6 million in the next three decades seems manageable in comparison with predictions for other cities.

Back in 1950, there were only seven cities in the world with populations over 5 million. But there will be 60 such cities by the end of this decade, 46 of them in the developing world where there were only three such cities in 1950.

The biggest is expected to be Mexico City, with a population of about 26 million by the year 2000, roughly equal to the population of all of Canada today.

Other big cities with predicted populations more than twice that of greater Toronto by the end of the century are Sao Paulo (24 million), Tokyo-Yokohama (17.1 million), Calcutta (16.6 million), Bombay (16 million), New York (15.5 million), Seoul (13.5 million), Shanghai (13.5 million), Rio de Janeiro (13.3 million), Delhi (13.3 million), Jakarta (12.8 million) and Baghdad (12.8 million).

HNG OCT 29 1990

VISIONS

for a sustainable future for hamilton-wentworth

October 1990 No. 1

Shaping Our Future



*Regional Council governs the common affairs of the six communities that make up the Region of Hamilton-Wentworth: Ancaster, Dundas, Flamborough, Glanbrook, Hamilton and Stoney Creek. This spring, Regional Chairman Reg Whynott asked me, as a member of Regional Council, to head up a special group - a Task Force, made up of two other Regional Councillors and sixteen citizens. Over the next two years, we will be looking at ways to build "*sustainable development"* into Regional Government.*

I am concerned about the environment and the future of my children and their children. It seems that it is time to address certain issues which can affect the future of Hamilton-Wentworth - environmental problems, social concerns and our economy.

Interest in sustainable development is growing around the world and there are many ways to explain the term. One common definition by the United Nations Commission on Environment and Economy is: "development that meets the needs of the present without compromising the ability of future generations to meet their own needs". To put it more simply, as Reg Whynott told the Task Force members, "Let's make certain that we plan properly now so we don't muck everything up for the future". To me it means not only fixing the problems we have created, but changing the way we do things so that we hand the world down to our children in a better state than we received it.

Sustainable development is being adopted by different organizations and governments around the world as a way to reach a desirable future. Hamilton-Wentworth is not alone in this new approach. I am very pleased to be the Chairman of such an important project for Hamilton-Wentworth.

Over the past few months, we have been working to understand what sustainable development means for Hamilton-Wentworth. The main work over the next year will be pulling together ideas and hopes of all citizens into a vision statement that will be used to guide Regional business. As Task Force Chairman, I aim to come up with a working document - one we will use and not put up on a shelf somewhere.

Once the vision statement is adopted by Regional Council, the Task Force will work to put it into effect, primarily through changes to the Regional Official Plan (R.O.P.) and the Region's Economic Strategy. The future of Hamilton-Wentworth is in many ways determined by the R.O.P. which controls how land is used and developed. As well, the Region tries to guide economic growth with the Economic Strategy, placing emphasis on attracting and keeping jobs and people, and encouraging the creation and growth of small businesses. Bringing these policy documents in line with a vision of a sustainable Hamilton-Wentworth will give us the means to achieve our common goals for the future.

Now can you contribute to this work? Our first big job is to come up with a vision of what Hamilton-Wentworth should be like. The Task Force wants to include you in this "visioning exercise" so that you can have a say in the Region's future. This will be a fascinating opportunity for us to work together - there's more details inside this newsletter.

I encourage you to come to one of our Community Workshops where together, we can discuss your ideas on the kind of community you would like Hamilton-Wentworth to be in the future.

DON ROSS
Chairman of the Task Force

A Publication Produced by **HAMILTON-WENTWORTH TASK FORCE ON SUSTAINABLE DEVELOPMENT**

Task Force represents you

The Task Force members were selected to ensure that the following broad sectors were represented: agriculture, business, community organizations, education, health services, labour, natural environment, social services, and urban development. This spring those interested applied for positions on the Task Force. The Chairman interviewed many applicants and selected seventeen members based on their:

1. knowledge and experience in at least one of the sectors of interest
2. willingness and ability to work with different groups and organizations
3. ability to see a broad rather than a narrow perspective, and
4. committment to work with other members of the Task Force.

The following is a list of the Task Force members.

*Councillor **Don Ross*** (Task Force Chairman)
- Alderman, Ward 8, City of Hamilton
- Chairman, Regional Economic Development and Planning Committee

*Councillor **Terry Cooke***
- Alderman, Ward 1, City of Hamilton
- Chairman, Regional Engineering Services Committee

*Councillor **Don Granger***
- Deputy Mayor, Town of Flamborough
- Instructor in Urban and Regional Planning, Mohawk College

Judith McCulloch (Task Force Vice Chairperson)
- Executive Director, The Hamilton Foundation
- Executive Committee, Art Gallery of Hamilton

Peter Ashenhurst
- Director of the Board of Directors, Hamilton District Home Builders Association
- Principal, Ashenhurst, Nouwens Limited

Mark B. Boyak
- Member, Metropolitan Hamilton Real Estate Board
- Member, Central Area Plan Implementation Committee
- Director, Chambers & Company Limited

Peter Earl
- Director of Communications and Public Affairs, Dofasco Inc.

Dr. Susan French
- Professor (Nursing), McMaster University
- Past Chairperson, Hamilton-Wentworth District Health Council

Dr. Robert M. Korol
- Professor of Civil Engineering and Engineering Mechanics, McMaster University
- Member, Executive Board, Hamilton Chapter of Science for Peace

Donald D. Lamont
- President, Don Lamont & Associates

Jim MacDonald
- Past Chairman, The Conserver Society of Hamilton and District
- Founding member, The Citizen's Clearinghouse on Waste Management

Brian McHattie
- Conservation Director, Hamilton Naturalists' Club
- Member, Regional Chairman's Advisory Committee on Environmental Issues

John Michaluk
- Manager, Regional Corporate Banking Centre, Royal Bank of Canada

Dr. Jerome Nriagu
- Research Scientist with National Water Research Institute, Burlington
- Adjunct Professor of Environmental Geochemistry, University of Waterloo

Gil Simmons
- Member, Central Area Plan Implementation Committee
- Member, Hamilton Harbour Remedial Action Plan Executive Committee

Gavin Smuk

- First Vice-President, Hamilton-Wentworth Federation of Agriculture
- Director, Ontario Federation of Agriculture

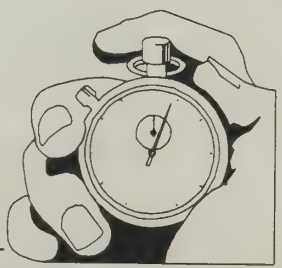
Jeannette K. Walkem

- Program Manager, International Business Studies, Mohawk College
- Member, Board of Directors, Homelife Childcare Services International

Dave Wilson

- President, Hamilton and District Labour Council
- Member, Board of Directors, United Way - Burlington, Hamilton-Wentworth

What will we be doing?



Regional Council has given us two years to create a vision of a sustainable Hamilton-Wentworth, and to design a way to put the vision into action. Our challenge will be to create a vision statement that is broad enough to represent the diversity of Hamilton-Wentworth, yet focused enough to guide public and private decision makers.
To make this challenge manageable, we have divided our work into three phases.

1. What's important?

We first have to identify two things: what are the values citizens think should guide the future development of Hamilton-Wentworth; and, what are the major issues people think the Region should be dealing with to get us to a sustainable future.
We have been working to identify basic principles of sustainable development. By gathering the views and information from citizens, we can build a set of guiding principles for a sustainable Hamilton-Wentworth.

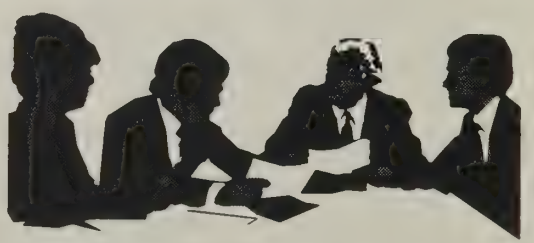
2. What do we want?

In 1991, we will form small working groups to look into specific topic areas. Topic areas may include agriculture, waste management, the economy, and health. Each group will consist of a Task Force member plus four or five other citizens. The groups will report their findings back to us in the summer. These findings, together with the guiding principles, will form the basis of the vision statement.
The Regional Vision Statement will be released as a draft for public discussion in August, 1991. Following public review and comment, the Vision Statement will be presented to Regional Council for adoption in October, 1991.

3. How do we get it?

Once the Regional Vision Statement is approved, our work will shift to find practical ways to put the Vision into effect. This will include a revised or new Regional Official Plan and Regional Economic Strategy. Both of these official documents are being reviewed and we will ensure that changes made will lead us toward the fulfilment of the Regional Vision Statement. We will also help develop guidelines for the Regional Budget process, so that public investment helps to implement the Regional Vision. Finally, we will be working with community organizations and businesses, to develop programs in areas such as business development, job training, and public health.

What's your vision for the Region?



Throughout the two-year term of the Task Force, there will be ongoing opportunities for you to contribute to the work of the Task Force. This fall, we invite you to give us your ideas about future directions for Hamilton-Wentworth.

You can submit your comments to us in person at one of seven Community Workshops, or by phone through our idea line. You are invited to join one of the working groups starting in 1991.
As well, small discussion groups will examine their needs and visions for the future. We are exploring ways to work with the school boards so that students can express their ideas in the form of essays, artwork, poetry, etc. We welcome your written comments.

We hope you'll take advantage of at least one of these opportunities to assist us in determining the type of community we should strive for.

WANTED

People interested in examining sustainable development issues willing to work in a small group and make practical recommendations. Must be prepared to meet regularly from January to June 1991. Please apply in writing with a brief resume

"World Change in Film"



The Broadway Cinema, 251 King William St., Hamilton, will show two films on behalf of the Task Force. "World Change in Film" on Wednesday, November 7, will feature Koyaanisqatsi and Powaqqatsi. Koyaanisqatsi which starts at 7:00 p.m. means "life out of balance" and focuses on North American culture. Powaqqatsi, or "life in transformation", starts at 8:45 p.m. and concerns third world development issues.

Your Ideas Line

546-2464

Call anytime in November and tell us your ideas about the type of community you would like Hamilton-Wentworth to be.

Visions reports on the activities of the Regional Chairman's Task Force on Sustainable Development. The Task Force will look at environmental, social and economic concerns for the Region of Hamilton-Wentworth. Address correspondence to:

The Task Force on Sustainable Development
c/o ***Regional Planning and Development Department***
119 King St. W., 14th floor,P.O. Box 910
Hamilton, Ontario,L8N 3V9
546-4124

This newsletter is printed on recycled paper.

November Community Workshops

Task Force Members will be in your area soon to gather your ideas on the type of community Hamilton-Wentworth should be. Drop by any of the Workshops between 3:00 and 9:00 p.m. Have a coffee, chat with your neighbour and staff, check out our displays, and leave your written comments. Starting at 7:00 p.m., you can also participate with Task Force members in a discussion about Hamilton-Wentworth's future.

DUNDAS
Town Hall Auditorium
60 Main Street
Monday, October 29, 1990

FLAMBOROUGH
Millgrove Community Centre
Millgrove Sideroad, Millgrove
Thursday, November 8, 1990

ANCASTER
Optimist Youth Centre
Manitou Way (off Nakoma)
Wednesday, November 14, 1990

GLANBROOK
Binbrook Memorial Hall
2600 Highway 56
Thursday, November 15, 1990

STONEY CREEK
Stoney Creek Scout Hall
37 King St. West
(Community Park by Stoney Creek Arena)
Monday, November 19, 1990

HAMILTON (Lower)
Hamilton City Hall, 2nd floor
71 Main Street West
Thursday, November 22, 1990

HAMILTON (Mountain)
St. Bartholomew's Anglican Church
435 Mohawk Road West
Monday, November 26, 1990

See you there!!!

DURAND NEIGHBOURHOOD PLAN IMPLEMENTATION COMMITTEE

DRAFT MINUTES

MONDAY, SEPTEMBER 24, 1990

7:30 P.M. - ROOM 219

HAMILTON CITY HALL

MEMBERS ATTENDING:

Marvin Sheppard	Durand Neighbourhood Association
Russell Elman	Durand Neighbourhood Association
Skip Snelgrove	Citizen Member
Carol Mason	Citizen Member
Gerard Dion	Central Public Home & School Association

REGRETS/ABSENT:

Peter Hill	Durand Neighbourhood Association
Tony Harper	Citizen Member
Joy Waun	Citizen Member
Bruce Charlton	Citizen Member
Craig Hartley	Durand Neighbourhood Association (Alternate)

STAFF:

Vanessa Grupe	Planning Department
Dolores Beraldo	Planning Department

1. **INTRODUCTORY REMARKS:**

Acting Chairperson, Marvin Sheppard, opened the meeting by adding the issue of membership to the agenda under other business. Liaison with other committees was added as 5(L) and a report on crime prevention was also added under other business. Marvin Sheppard welcomed everyone to the Committee's first meeting since June.

2. **MINUTES OF PREVIOUS MEETING:**

Page 4 of the minutes was amended under Item 4(c) by having the action of Russell Elman to draft a questionnaire deleted from the minutes.

It was moved by Skip Snelgrove, and seconded by Russell Elman, that the minutes of the June 12, 1990 meeting be adopted as amended.

3. **ACTION PLAN & PRIORITIES FOR COMMITTEE:**

Vanessa Grupe stated that as staff time for the Durand Implementation was dwindling, priorities would have to be established for the remainder of the year. She said that the Committee would find out by approximately year-end how many staff days would be allotted for the upcoming year.

Russell Elman stated that quality work performed by this committee could be instrumental in assisting residents of other City neighbourhoods to develop Neighbourhood Plans and Implementation Committees. This committee could eventually become a sort of advisory group to other committees in the Central Area and in the City. Some such assitance has already been provided by Committee members, through inquires referred by staff.

As Carol Mason had to leave early, it was decided that this would be discussed further after the items listed in item 5 on the agenda were dealt with.

4. **BUSINESS ARISING & OTHER STATUS REPORTS:**

Items 4a - 4d, Traffic and Parking Issues, which deal with traffic, will be addressed at the Wednesday, November 14th meeting at Central Public School, beginning at 7:30 p.m., being being arranged by Carol Mason. Bold Aldermen are expected to be in attendance.

Preliminary inquiries made by Vanessa Grupe indicate that the Traffic Department would likely be willing to support a number of items as long as the Durand Implementation Committee was still interested in the improvements. She also felt that the Traffic Department might conduct a mailout to those people who would immediately be affected by a road closure on Bay and Markland, although Traffic Dept., staff have yet to confirm this.

Russell Elman suggested that the November meeting's focus should not be specific but deal with traffic and parking problems in general. The committee should not deal with specifics until feedback from the citizens was received regarding their views. In this manner, residents may bring up other problems if they are allowed to voice their opinions at the public meeting.

Skip Snelgrove suggested that Carol Mason go door-to-door to inform the citizens in the neighbourhood of the meeting and to obtain their opinions concerning the key issues.

Carol Mason asked whether it would be possible for the City to send out questionnaires, to make this task easier. She also wondered if it would be possible to have an artist's conception of the Bay and Markland Streets closure available for the public meeting. Vanessa Grupe will look into this.

Russell Elman then brought up the timing of the next Committee meeting immediately following the November 14th public meeting. Monday, November 19, 1990, was set as the next date for the Durand Implementation Committee to meet.

Martin Sheppard concluded by placing any remaining discussion of the previous four items on hold until the November 14th meeting.

Action: Carol Mason and Staff to inform citizens
Action: Vanessa Grupe to see about conceptual drawing

Russell Elman then stated that a different motion should be drafted for Minor Variances for Parking as variances dealing with parking should not be seen as minor. Planning and Development Department staff and other staff should be reminded that any minor variances granted for parking in the Durand Neighbourhood are actually contradicting the neighbourhood plan.

MOTION: It was moved by Russell Elman, seconded by Gerard Dion and carried that:

> In light of further increases in the demand for parking, the Durand Implementation Committee requests that the Planning and Development staff, in making recommendations to the Committee of Adjustment concerning variances in the Durand Neighbourhood refer to the Durand Neighbourhood Plan in commenting on applications related to parking and traffic.
>
> **Action: Vanessa Grupe**

It was agreed by the Committee that a draft questionnaire should be brought to the neighbourhood prior to the public meeting so that the results can also be included on the agenda. The agenda should be broader in scope and combine a number of different questions concerning traffic concerns. Blank lines would be left for other comments. This draft questionnaire would be forwarded to the Traffic Department.

Action: Vanessa Grupe, Carol Mason,
Russell Elman and Skip Snelgrove to draft
questionnaire to be sent to the Traffic Department

4e. Main Street West Study. Vanessa Grupe outlined the comments of Urban Design Section staff, contained in the agenda package, who asked for confirmation of whether this study was a high priority, relative to other urban design issues in Durand. Russell Elman responded by saying that this is not an immediate neighbourhood high priority, but in fact should be a high priority for the entire Central Business District, and that CAPIC and other committees should be so advised. Gerard Dion suggested that perhaps the Alley Study should receive more attention. Skip Snelgrove cautioned about the need to preserve the property rights of individual owners. Urban design staff in the Planning Department should be advised that the alley study is still considered important by the Committee.

4f. Transportation Study. Vanessa Grupe stated a study involving Escarpment Crossings would address traffic in the neighbourhood. The Terms of Reference are still being formulated and should be completed in 1991. Russell Elman added that the Terms of Reference are to be referred to CAPIC before completion and that perhaps the Durand Implementation Committee would like to join CAPIC in order to convey some of their traffic concerns. It was decided that two letters would be written. The first, addressed to the Traffic Department stating general philosophies about traffic in the Durand Neighbourhood was suggested by Carol Mason. The second would be sent to CAPIC, asking for inclusion in reviewing the Terms of Reference prior to completion.

Action: Vanessa Grupe and Carol Mason to draft letters
Action: Russell Elman to act as Durand Representative at CAPIC

4g. High Density Residential Study. The HDR Advisory Committee had unanimously supported the study recommendations. However, the Planning Department didn't support them. Some recom mendations are included in the current Housing Intensification Study. There is also a need to resolve related designations and policies in the Durand Neighbourhood Plan. Skip Snelgrove suggested that this be discussed at a later date as a number of other studies should also be completed prior to tying up the loose ends. Skip will undertake an analysis of this matter for the next meeting.

Action: Skip Snelgrove to bring this forward at a future meeting in 1991

4h. Liaison with CAPIC and other Advisory Committee. Russell Elman, also the CAPIC liaison, suggested that all sub-committees should be providing other committees with minutes of meetings so that a co-ordinated planning effort could occur. He suggested that Durand Implementation Committee minutes should be attached to CAPIC's agenda.

Action: Vanessa Grupe to discuss this with David Godley

4i. South Durand Re-zoning. It was agreed by the Committee that exemptions should be included into the zoning by-law.

Motion: It was moved by Marvin Sheppard, seconded by Gerard Dion and carried:

> That property owners with a potential lot severance between 40 and 50 feet wide be exempted from the new minimum width of 50 feet in the proposed zoning change from "C" to "B-2" zoning in South Durand, if they make a request in writing to the Director of Local Planning.

Vanessa Grupe then suggested that perhaps a set of design standards/criteria should also be designed if Site Plan Control is to be implemented in areas of the neighbourhood. Russell Elman was worried that perhaps this was going beyond the original scope of the zoning by-law and that it may be more appropriate to deal with at a later date. This was agreed to by the Committee.

4j. Heritage matters. Vanessa Grupe updated information received from the latest LACAC meeting. Approval had been received at LACAC to carry forward with the Durand Heritage District Study and to request funding, as well as to prepare an interim by-law in the district to protect it while the study is undertaken.

4k. St. Mark's Church. The status of St. Mark's Church was also updated by both Russell Elman and Marvin Sheppard. It is felt by some that there is still a good chance, at this time, that the church might exchange the property for another one.

5. **ACTION PLAN AND PRIORITIES FOR COMMITTEES:**

Vanessa Grupe next addressed the Committee's priorities before the year's finish. It was decided traffic and parking items would be dealt with until Christmas. Front yard parking, the suitability of design, and the alley study should be tied in, if at all possible.

6. **DURAND PLAN COMMERCIAL POLICIES AND CRIME PREVENTION:**

It was decided that the Durand Plan Commercial Policies and crime prevention would be discussed at a future meeting.

7. **MEMBERSHIP:**

The last item discussed was membership. Vanessa Grupe stated that Janel Black will not be able to be a part of the committee. It was also noted that others may also wish to be replaced. It was decided that recommendations for members would be brought forward at the next meeting.

Action: Vanessa Grupe and Skip Snelgrove to contact potential future members

8. **DATE OF NEXT MEETING:**

The next meeting will be held on Monday, November 14, 1990. The meeting adjourned at 10:04 p.m.

VG/ns
A:Durand

13

CAPIC

1990 WORK PROGRAM

December 14	Program for 1991
	CBD Study
1991	Waterfront
	Sustainable Development and Healthy Cities
	CBD Study continuation



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	ACK/NOIR	BG2507
	BLUE/BLEU	BU2507
	R. BLUE/BLEU R.	BB2507
	GREY/GRIS	BD2507
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25077	TANGERINE	BA2507
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